



BRADSHAW'S
Railway Companion,
CONTAINING
THE TIMES OF DEPARTURE
FARES, &c.
OF THE RAILWAYS IN GREAT BRITAIN
AND IRELAND,
AND ALSO
~~Hackney Coach~~ Fares,
FROM THE PRINCIPAL RAILWAY STATIONS
ILLUSTRATED WITH
MAPS OF THE COUNTRY THROUGH WHICH THE
RAILWAYS PASS,
AND PLANS OF
LONDON, BIRMINGHAM, BRISTOL,
LIVERPOOL, AND MANCHESTER.

~~~~~  
PRICE ONE SHILLING.  
~~~~~

LONDON:

PUBLISHED AT BRADSHAW'S RAILWAY INFORMATION
OFFICE, 59, FLEET-STREET,

W. J. ADAMS, AGENT;

AND SOLD BY ALL BOOKSELLERS & RAILWAY COMPANIES

~~~~~  
1843.

BRADSHAW'S  
**Railway Companion,**

CONTAINING  
THE TIMES OF DEPARTURE  
FARES, &c.  
OF THE RAILWAYS IN GREAT BRITAIN  
AND IRELAND,

AND ALSO  
Hackney Coach Fares,  
FROM THE PRINCIPAL RAILWAY STATIONS

ILLUSTRATED WITH  
MAPS OF THE COUNTRY THROUGH WHICH THE  
RAILWAYS PASS,

AND PLANS OF  
LONDON, BIRMINGHAM, BRISTOL,  
LIVERPOOL, AND MANCHESTER.

PRICE ONE SHILLING.

LONDON:

PUBLISHED AT BRADSHAW'S RAILWAY INFORMATION  
OFFICE, 59, FLEET-STREET,

W. J. ADAMS, AGENT;

AND SOLD BY ALL BOOKSELLERS & RAILWAY COMPANIES

1843.



LONDON, WEST.

LONDON, EAST.



City of London  
City and Liberties of Westminster  
Borough of Southwark

Scale of Half a Mile

# GENERAL INSTRUCTIONS FOR RAILWAY TRAVELLERS.

---

The Doors of the booking offices are closed at the precise times appointed for starting the Trains, and Passengers should be at the intermediate Stations at least ten minutes before the specified times of departure.

It is very desirable that Passengers should have their name and destination stated in full on their luggage, and to mark the number of the carriage on which it is deposited—light luggage may be taken into the carriage. The Companies do not hold themselves responsible for luggage unless booked and paid for according to its value. The weight generally allowed each passenger is about 60lbs for second class, and 100lbs for first class passengers.

Preserve your Ticket until called for by the Companies' servant.

Post Horses may be readily obtained at each terminus, and at most of the principal Stations.

\*\* Carriage Trucks and Horse Boxes are kept at all the principal Stations, but to prevent disappointment, it is recommended that notice be given the day previous to their being required, and they ought to be at the Station Twenty minutes before the time of starting.

At each terminus Omnibuses, Coaches, and Cabs are generally waiting the arrival of Trains.

Infants in arms, unable to walk, not charged, and children under Ten Years of age only half fare.

Dogs, at a small charge for each, are conveyed in a proper vehicle, but are not allowed to be taken inside the carriages.

Smoking not allowed at the Stations, nor in any of the carriages.

No fees or gratuities are allowed to be received by any of the Companies' servants, but they are strictly enjoined to pay every attention to the convenience of passengers.

Do not lean upon the door of the carriage, nor attempt to get out whilst it is in motion.

# CAUTION.

Several SHOPKEEPERS of apparent respectability, for the sake of gaining a trifle more profit, basely attempt to impose their *pernicious compounds* upon the public as the real "MACASSAR OIL" for the Hair, and "KALYDOR" for the Complexion: they copy the bills and labels of the original articles, substituting either a *PICITIOUS NAME*, or the word "GENUINE," in the place of "ROWLAND'S."

To frustrate such imposition—it is necessary in purchasing either article, to see that the word "ROWLAND'S" is on the wrapper.

## ROWLAND'S MACASSAR OIL.

for the Growth, and for Beautifying the Human Hair.

Price 3s. 6d.; 7s. ; or Family Bottles, (equal to four small,) 10s. 6d. and double that size 21s. per bottle.

\*\*To ensure the genuine article, the words "*Rowland's Macassar Oil*" are engraven on the back of the label nearly 1,500 times, containing 29,028 letters—WITHOUT THIS NONE ARE GENUINE.

## ROWLAND'S KALYDOR.

for the Skin and Complexion,—Price 4s. 6d. and 8s. 6d. per bottle.

## ROWLAND'S ODONTO, OR PEARL DENTIFRICE,

renders the Teeth beautifully White, and preserves the Gums  
Price 2s. 9d. per box, duty included.

NOTICE.—For the protection of the Public from fraud and imposition, the Honourable Commissioners of Her Majesty's Stamps have authorised the Proprietors to have their names engraven on the Government Stamp which is affixed to the KALYDOR and ODONTO, thus—

"A. ROWLAND & SON, 20, Hatton Garden,"

⚠ All without are spurious Imitations.—Ask for  
"ROWLAND'S" Articles.

Sold by them, and by Chemists and Perfumers.

# **G R E A T   W E S T E R N . — 171½ Miles in length.**

| Dis-<br>tance | DOWN TRAINS.<br><br>STATIONS. | 7½    | 8 20  | 6     | 8     | 9     | 10½        | 11    | 12    | 1½   | 2    | 4    | 8½   | 5    | 5½   | 7½    | 8 55       | GOODS |       |
|---------------|-------------------------------|-------|-------|-------|-------|-------|------------|-------|-------|------|------|------|------|------|------|-------|------------|-------|-------|
|               |                               | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m. mail. | a.m.  | noon. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m.  | p.m. mail. | a.m.  | p.m.  |
| Mis.          | PADDINGTON ..                 | ..    | ..    | 6 0   | 8 0   | 9 0   | 10 15      | 11 0  | 12 0  | 1 30 | 2 0  | 4 0  | ..   | 5 0  | 5 30 | 7 30  | 8 55       | 4½    | 9½    |
| 5½            | Baling .....                  | ..    | ..    | ..    | ..    | 9 11  | ..         | 11 11 | ..    | 1 41 | ..   | 4 13 | ..   | ..   | 5 41 | 7 43  | ..         | ..    | ..    |
| 7½            | Hanwell .....                 | ..    | ..    | ..    | ..    | 9 15  | ..         | 11 15 | ..    | 1 45 | ..   | 4 19 | ..   | ..   | 5 46 | 7 49  | ..         | ..    | ..    |
| 9             | Southall .....                | ..    | ..    | W     | ..    | 9 20  | ..         | 11 20 | ..    | 1 50 | ..   | 4 24 | ..   | ..   | 5 50 | 7 54  | ..         | ..    | ..    |
| 13            | West Drayton ..               | ..    | ..    | ..    | S     | 9 29  | ..         | 11 29 | ..    | 1 59 | ..   | 4 33 | ..   | ..   | 6 0  | 8 3   | 9 20       | 5 24  | ..    |
| 18            | SLOUGH .....                  | ..    | ..    | 6 35  | 8 38  | 9 45  | 10 53      | 11 45 | 12 38 | 2 10 | 2 38 | 4 46 | ..   | 5 40 | 6 12 | 8 16  | 9 30       | 5 44  | 10 30 |
| 22½           | MAIDENHEAD ..                 | ..    | ..    | 6 45  | 8 48  | ..    | 11 3       | ..    | 12 48 | 2 25 | 2 50 | 4 56 | ..   | ..   | 6 30 | 8 26  | 9 42       | 6 0   | ..    |
| 30½           | Twyford .....                 | ..    | ..    | ..    | 9 5   | ..    | ..         | ..    | 1 12  | ..   | 3 8  | 5 12 | ..   | 6 4  | ..   | 8 42  | ..         | 6 30  | ..    |
| 35½           | READING .....                 | ..    | ..    | 7 15  | 9 18  | ..    | 11 35      | ..    | 1 25  | ..   | 3 22 | 5 25 | ..   | 6 15 | ..   | 8 55  | 10 10      | 7 20  | 11 36 |
| 41½           | Pangbourne .....              | ..    | ..    | ..    | 9 32  | ..    | ..         | ..    | 1 42  | ..   | S    | ..   | ..   | 6 27 | ..   | 9 10  | ..         | 7 40  | ..    |
| 44½           | Goring .....                  | ..    | ..    | 7 33  | ..    | ..    | 11 53      | ..    | ..    | ..   | ..   | ..   | ..   | S    | ..   | 9 18  | ..         | ..    | ..    |
| 47½           | Wallingford Road..            | ..    | ..    | ..    | 9 46  | ..    | ..         | ..    | 1 56  | ..   | 3 45 | ..   | ..   | 6 40 | ..   | 9 27  | 10 35      | ..    | 12 19 |
| 50½           | STEVENTON .....               | ..    | ..    | 7 55  | 10 5  | ..    | 12 18      | ..    | 2 15  | ..   | 4 3  | ..   | ..   | 6 58 | ..   | 9 45  | 10 52      | 8 30  | 12 50 |
| 63½           | Faringdon Road...             | ..    | ..    | 8 10  | M     | ..    | 12 33      | ..    | S     | ..   | 4 18 | ..   | ..   | 7 14 | ..   | 10 0  | 11 7       | ..    | 1 19  |
| 71½           | Shrivenham .....              | ..    | ..    | ..    | 10 35 | ..    | ..         | ..    | 2 45  | ..   | 4 36 | ..   | ..   | ..   | ..   | 10 15 | ..         | 9 30  | ..    |
| 77            | Swindon (Junction.)           | ..    | ..    | 8 35  | 10 45 | ..    | 1 0        | ..    | 2 58  | ..   | 4 50 | ..   | ..   | 7 40 | ..   | 10 30 | 11 35      | 10 0  | 2 15  |
|               | Dep. for Cheltenham           | ..    | ..    | 9 0   | 10 57 | ..    | 1 12       | ..    | 3 10  | ..   | 5 0  | ..   | ..   | 7 52 | ..   | ..    | 11 47      | 10 57 | 9 0   |
|               | 81½ Purton .....              | ..    | ..    | 9 10  | ..    | ..    | 1 22       | ..    | 3 20  | ..   | 5 10 | ..   | ..   | ..   | ..   | ..    | ..         | ..    | 9 10  |
|               | 85½ Minety .....              | ..    | ..    | 9 20  | 11 15 | ..    | 1 33       | ..    | 3 30  | ..   | 5 18 | ..   | ..   | 8 10 | ..   | ..    | ..         | 11 15 | 9 20  |
|               | 95 Cirencester ..             | ..    | ..    | 9 50  | 11 45 | ..    | 1 57       | ..    | 3 58  | ..   | 5 40 | ..   | ..   | 8 38 | ..   | ..    | 12 30      | 11 45 | 9 50  |
| 77            | Swindon, Junc. (depr          | ..    | ..    | 8 45  | 10 55 | ..    | 1 10       | ..    | 3 8   | ..   | 5 0  | ..   | ..   | 7 50 | ..   | ..    | 11 45      | 11 10 | 2 30  |
| 82½           | WOOT. BASSETT ..              | ..    | ..    | 8 58  | ..    | ..    | ..         | ..    | 3 20  | ..   | 5 13 | ..   | ..   | 8 2  | ..   | ..    | ..         | 11 40 | ..    |
| 93½           | CHIPPENHAM ..                 | ..    | ..    | 9 23  | 11 30 | ..    | 1 40       | ..    | 3 45  | ..   | 5 35 | ..   | ..   | 8 25 | ..   | ..    | 12 15      | 12 30 | 3 45  |
| 98½           | Corsham .....                 | ..    | ..    | 9 33  | 11 40 | ..    | ..         | ..    | 3 55  | ..   | ..   | ..   | ..   | 8 35 | ..   | ..    | ..         | ..    | ..    |
| 101½          | Box .....                     | ..    | ..    | 9 43  | ..    | p.m.  | ..         | ..    | ..    | ..   | 5 55 | ..   | ..   | ..   | ..   | ..    | ..         | ..    | ..    |
| 106½          | BATH .....                    | ..    | 8 20  | 9 55  | 12 3  | 11 0  | 2 5        | 1 0   | 4 15  | 5 0  | 6 10 | ..   | 8 30 | 9 0  | ..   | ..    | 12 45      | 1 10  | 4 30  |
| 108½          | Twerton .....                 | ..    | ..    | 10 0  | ..    | ..    | ..         | 1 5   | ..    | 5 5  | ..   | ..   | ..   | ..   | ..   | ..    | ..         | ..    | ..    |
| 111½          | Saltford .....                | ..    | ..    | 8 33  | ..    | ..    | 11 13      | ..    | 1 13  | ..   | 5 13 | ..   | ..   | 8 43 | ..   | ..    | ..         | ..    | ..    |
| 113½          | Keynsham .....                | ..    | ..    | 8 40  | 10 15 | ..    | 11 20      | ..    | 1 20  | 4 38 | 5 20 | ..   | ..   | 8 49 | ..   | ..    | ..         | ..    | ..    |
| 118½          | BRISTOL, arriv..              | ..    | ..    | 8 50  | 10 30 | 12 30 | 11 30      | 2 30  | 1 30  | 4 45 | 5 30 | 6 40 | ..   | 9 0  | 9 25 | ..    | 1 10       | 1 55  | 5 20  |
|               | BRISTOL, depart.              | 7 30  | 9 0   | 10 50 | 12 40 | ..    | 2 40       | ..    | 5 0   | ..   | 7 0  | ..   | ..   | ..   | ..   | ..    | 1 20       | 7 0   | 7 30  |
| 126½          | Calling at Nailsae            | ..    | ..    | 9 20  | 11 8  | 12 57 | ..         | ..    | 5 18  | ..   | 7 20 | ..   | ..   | ..   | ..   | ..    | ..         | 7 20  | ..    |
| 130½          | Clevedon Rd. at Yatt          | 8 10  | 9 30  | 11 18 | 1 5   | ..    | 3 3        | ..    | 5 26  | ..   | 7 30 | ..   | ..   | ..   | ..   | ..    | ..         | 7 28  | 8 10  |
| 133½          | Banwell .....                 | 8 20  | ..    | 11 25 | ..    | ..    | ..         | ..    | 5 33  | ..   | ..   | ..   | ..   | ..   | ..   | ..    | ..         | ..    | 8 20  |
| 136½          | WESTON SUPER.                 | 8 35  | 9 45  | 11 35 | 1 20  | ..    | 3 18       | ..    | 5 40  | ..   | 7 45 | ..   | ..   | ..   | ..   | ..    | ..         | 7 40  | 8 35  |
| 145½          | Highbridge .....              | 9 30  | 10 35 | 11 53 | ..    | ..    | 3 36       | ..    | 5 56  | ..   | 8 15 | ..   | ..   | ..   | ..   | ..    | ..         | 8 10  | 9 3   |
| 151½          | BRIDGEWATER ..                | 9 20  | 10 15 | 12 16 | 1 50  | ..    | 3 50       | ..    | 6 10  | ..   | 8 28 | ..   | ..   | ..   | ..   | ..    | 2 30       | 8 25  | 9 20  |
| 162½          | Taunton .....                 | 9 53  | 10 35 | 12 30 | 2 15  | ..    | 4 10       | ..    | 6 30  | ..   | 8 55 | ..   | ..   | ..   | ..   | ..    | 2 55       | 9 0   | 9 53  |
| 169½          | Wellington .....              | 10 13 | 10 50 | 12 45 | 2 30  | ..    | 4 25       | ..    | 6 45  | ..   | 9 15 | ..   | ..   | ..   | ..   | ..    | ..         | 9 20  | 10 13 |
| 171½          | Beam Bridge .....             | 10 25 | 11 5  | 12 50 | 2 40  | ..    | 4 40       | ..    | 7 5   | ..   | 9 35 | ..   | ..   | ..   | ..   | ..    | 3 15       | 9 35  | 10 25 |

**On Sundays.**—From Paddington and Cirencester to Beam bridge, mail, at 10 15 a.m., 2, and mail 8 55 p.m.; from Paddington to Reading, at 9 a.m. from Paddington to Maidenhead, at 5 p.m.; from Paddington to Slough 9 a.m.; from Swindon Junction to Beam bridge, at 8 a.m.; from Bath to Beam bridge at 8 20 a.m., from Bath to Bristol, at 5½, and 8 30 p.m.

| Dis-<br>tance | UP TRAINS.<br>STATIONS.        | 7½   | 9    | 7½    | 7     | 7 40  | 8 40       | 7½    | 9     | 12    | 11    | 12½        | 1    | 3    | 5    | 11         | GOODS. |       |
|---------------|--------------------------------|------|------|-------|-------|-------|------------|-------|-------|-------|-------|------------|------|------|------|------------|--------|-------|
|               |                                | a.m. | a.m. | a.m.  | a.m.  | a.m.  | a.m. mail. | a.m.  | a.m.  | noon. | a.m.  | p.m. mail. | p.m. | p.m. | p.m. | p.m. mail. | a.m.   | p.m.  |
|               | Beambridge.....                | ..   | ..   | ..    | ..    | ..    | ..         | 7 15  | 9 0   | ..    | 11 0  | 12 15      | 1 0  | 3 0  | 5 0  | 11 0       | 7 15   | 1 0   |
| 13            | Wellington.....                | ..   | ..   | ..    | ..    | ..    | ..         | 7 20  | 9 3   | ..    | 11 4  | 12 19      | 1 5  | 3 4  | 5 5  | ..         | 7 20   | 1 5   |
| 53            | TAUNTON.....                   | ..   | ..   | ..    | ..    | ..    | ..         | 7 40  | 9 15  | ..    | 11 18 | 12 32      | 1 25 | 3 18 | 5 22 | 11 15      | 7 40   | 1 25  |
| 204           | BRIDGEWATER.....               | ..   | ..   | ..    | ..    | ..    | ..         | 8 12  | 9 35  | ..    | 11 40 | 12 52      | 1 50 | 3 41 | 5 48 | 11 40      | 8 12   | 1 50  |
| 26½           | HIGHBRIDGE.....                | ..   | ..   | ..    | ..    | ..    | ..         | 8 29  | 9 49  | ..    | ..    | 1 4        | 2 10 | 3 52 | 6 0  | ..         | 8 29   | 2 10  |
| 36½           | WEST. SU MARE.....             | ..   | ..   | ..    | ..    | ..    | ..         | 8 25  | 9 35  | ..    | 11 25 | 1 10       | 2 15 | 4 0  | 6 8  | ..         | 8 25   | 2 15  |
| 37½           | BANWELL.....                   | ..   | ..   | ..    | ..    | ..    | ..         | 8 58  | ..    | ..    | 12 15 | ..         | ..   | ..   | 6 35 | ..         | 8 58   | ..    |
| 41½           | CLEDON R. (Yat.).....          | ..   | ..   | ..    | ..    | ..    | ..         | 9 10  | 10 20 | ..    | 12 22 | 1 38       | 2 50 | 4 20 | 6 45 | ..         | 9 10   | 2 50  |
| 45½           | Nailsea.....                   | ..   | ..   | ..    | ..    | ..    | ..         | 9 20  | 10 28 | ..    | ..    | 1 46       | ..   | 4 28 | 6 55 | ..         | 9 20   | ..    |
| 534           | BRISTOL, arrival..             | ..   | ..   | ..    | ..    | ..    | ..         | 9 50  | 10 50 | ..    | 12 50 | 2 10       | 3 50 | 4 50 | 7 30 | 12 50      | 9 50   | 3 50  |
|               | „ departure.....               | ..   | ..   | ..    | 7 0   | 7 40  | 8 40       | 10 0  | 11 0  | 12 0  | 1 0   | 2 30       | 4 0  | 5 0  | 7 40 | 1 0        | 2 45   | 10 0  |
| 58            | Keynsham.....                  | ..   | ..   | ..    | ..    | 7 50  | ..         | 10 10 | ..    | 12 10 | ..    | 2 40       | 4 10 | ..   | 7 50 | ..         | ..     | ..    |
| 60            | Saltford.....                  | ..   | ..   | ..    | ..    | ..    | ..         | 10 16 | ..    | 12 16 | ..    | ..         | 4 16 | ..   | ..   | ..         | ..     | ..    |
| 63            | Twerth.....                    | ..   | ..   | ..    | ..    | 8 0   | ..         | ..    | ..    | 12 22 | ..    | ..         | 4 22 | ..   | 8 0  | ..         | ..     | ..    |
| 64½           | BATH.....                      | ..   | ..   | ..    | 7 25  | 8 5   | 9 5        | 10 30 | 11 25 | 12 30 | 1 25  | 2 57       | 4 30 | 5 25 | 8 10 | 1 20       | 3 30   | 10 45 |
| 69½           | Box.....                       | ..   | ..   | ..    | 7 36  | ..    | 9 18       | ..    | 11 40 | ..    | 1 40  | 3 8        | ..   | 5 37 | ..   | ..         | ..     | ..    |
| 73½           | Corsham.....                   | ..   | ..   | ..    | 7 49  | ..    | 9 28       | ..    | 11 52 | ..    | 1 50  | 3 22       | ..   | 5 50 | ..   | ..         | ..     | ..    |
| 77½           | CHIPPENHAM.....                | ..   | ..   | ..    | 8 2   | ..    | 9 40       | ..    | 12 5  | ..    | 2 2   | 3 34       | ..   | 6 2  | ..   | 1 50       | 4 20   | 11 30 |
| 88½           | WOOTN. BASSET.....             | ..   | ..   | ..    | ..    | 10 4  | ..         | 12 30 | ..    | ..    | ..    | 3 58       | ..   | ..   | ..   | ..         | 5 0    | ..    |
| 112           | CIRENCESTER.....               | ..   | ..   | ..    | 7 50  | ..    | 9 30       | ..    | 12 0  | ..    | 1 35  | 3 20       | ..   | 5 50 | ..   | 1 40       | 8 20   | 1 40  |
| 102½          | MINETY.....                    | ..   | ..   | ..    | 8 15  | ..    | ..         | ..    | 12 22 | ..    | 2 0   | 3 50       | ..   | 6 10 | ..   | ..         | 3 50   | ..    |
| 98½           | Purton.....                    | ..   | ..   | ..    | 8 23  | ..    | 10 5       | ..    | ..    | ..    | 2 10  | 4 0        | ..   | 6 20 | ..   | ..         | ..     | ..    |
| 94½           | SWINDON Jn. arri.<br>„ depart. | ..   | ..   | ..    | 8 37  | ..    | 10 18      | ..    | 12 45 | ..    | 2 30  | 4 10       | ..   | 6 30 | ..   | 2 25       | 5 30   | 2 25  |
| 100½          | SHRIVENHAM.....                | ..   | ..   | ..    | 8 47  | ..    | 10 28      | ..    | 12 55 | ..    | 2 40  | 4 20       | ..   | 6 40 | ..   | 2 35       | 6 50   | 2 40  |
| 107½          | FARINGTON ROAD.....            | ..   | ..   | ..    | 7 42  | ..    | 10 40      | ..    | 1 8   | ..    | ..    | 4 32       | ..   | ..   | ..   | ..         | 7 15   | ..    |
| 115½          | STEVENTON.....                 | ..   | ..   | ..    | 7 58  | ..    | 10 55      | ..    | ..    | ..    | 3 5   | ..         | ..   | 7 8  | ..   | 3 0        | 7 45   | ..    |
| 124           | WALLINGFORD Rd.<br>Goring..... | ..   | ..   | ..    | 8 12  | 9 27  | 11 10      | ..    | 1 37  | ..    | 3 20  | 5 0        | ..   | 7 23 | ..   | 3 18       | 8 15   | 4 0   |
| 127           | PANGBOURNE.....                | ..   | ..   | ..    | 8 30  | 9 46  | ..         | ..    | 1 55  | ..    | ..    | 5 18       | ..   | ..   | ..   | 3 36       | 8 45   | ..    |
| 130½          | READING.....                   | ..   | ..   | ..    | 8 38  | ..    | 11 32      | ..    | ..    | ..    | ..    | 5 25       | ..   | ..   | ..   | ..         | ..     | ..    |
| 135½          | TWYFORD.....                   | ..   | ..   | ..    | 8 46  | 9 57  | ..         | ..    | ..    | ..    | 3 50  | ..         | ..   | 7 52 | ..   | ..         | 9 5    | ..    |
| 140½          | MAIDENHEAD.....                | 7 30 | 9 0  | 10 10 | ..    | 11 50 | ..         | 2 20  | ..    | ..    | 4 5   | 5 43       | ..   | 8 8  | ..   | 4 0        | 9 30   | 5 10  |
| 142           | SLOUGH.....                    | 7 40 | 9 10 | 10 20 | ..    | ..    | ..         | 2 35  | ..    | ..    | ..    | 5 55       | ..   | 8 20 | ..   | ..         | 10 10  | ..    |
| 153½          | West Drayton.....              | 7 55 | 9 30 | 10 34 | ..    | 12 20 | 3 45       | ..    | ..    | ..    | 4 35  | 6 12       | 7 30 | 8 36 | ..   | 4 29       | ..     | 6 0   |
| 158½          | Southall.....                  | 8 6  | 9 0  | 9 40  | 10 44 | 11 30 | 12 30      | 4 0   | 3 5   | ..    | 4 45  | 6 22       | 7 45 | 8 48 | ..   | 4 40       | 10 50  | 6 30  |
| 162½          | Hanwell.....                   | 8 18 | 9 10 | 9 53  | ..    | 11 40 | ..         | 4 10  | ..    | ..    | ..    | 7 55       | ..   | ..   | ..   | 4 52       | ..     | 6 50  |
| 164½          | Ealing.....                    | 8 28 | 9 19 | 10 3  | ..    | 11 49 | ..         | 4 19  | ..    | ..    | ..    | 8 5        | ..   | ..   | ..   | ..         | T      | ..    |
| 166           | PADDINGTON.....                | 8 33 | 9 24 | 10 9  | ..    | 11 54 | ..         | 4 24  | ..    | ..    | ..    | 8 10       | ..   | ..   | ..   | ..         | ..     | ..    |
| 171½          | „                              | 8 38 | 9 25 | 10 14 | ..    | 11 58 | ..         | 4 28  | ..    | ..    | ..    | 8 15       | ..   | ..   | ..   | ..         | ..     | ..    |
|               | „                              | 8 55 | 9 45 | 10 30 | 11 25 | 12 15 | 1 10       | 4 45  | 3 50  | ..    | 5 30  | 7 5        | 8 30 | 9 30 | ..   | 5 25       | 12 0   | 7 45  |

On Sundays.—From Beambridge to Paddington, mail, at 6½ a.m., 12 15 (mail to Bristol), & 11 p.m. mail; from Beambridge to Bath, at 2, and 5 p.m.; from Bristol to Bath, at 7 40 a.m.; from Bristol to the Swindon Junction, at 6 30 p.m.; from Cirencester to Paddington, at 1 40 and 9 35 a.m., 3 20 p.m. mails; from the Swindon Junction to Paddington, at 7 a.m.; from Maidenhead to Paddington, at 7 30 p.m.; from Slough to Paddington at 5 p.m. From Reading 8 p.m.

## GREAT WESTERN TABLE OF FARES.

| Paddington<br>to  | PASSENGERS |        |        | Carriages |      | Horses. |       |    | Bristol to       | PASSENGERS |        |        | Carriages |       | Horses. |       |       |
|-------------------|------------|--------|--------|-----------|------|---------|-------|----|------------------|------------|--------|--------|-----------|-------|---------|-------|-------|
|                   | 1st        | 2nd    | 3rd    | 4         | 2    | Each    | Pair, |    |                  | 1st        | 2nd    | 3rd    | 4         | 2     | Each    | Pair, |       |
|                   | class.     | class. | class. | whl.      | whl. | s. d.   | same  |    |                  | class.     | class. | class. | whl.      | whl.  | s. d.   | same  |       |
| Ealing.....       | 1 6        | 0 9    | ..     | ..        | ..   | ..      | ..    | .. | Paddington ....  | s. d.      | s. d.  | s. d.  | s. d.     | s. d. | s. d.   | s. d. | s. d. |
| Hanwell.....      | 2 0        | 1 0    | ..     | ..        | ..   | ..      | ..    | .. | Ealing .....     | 30 0       | 21 0   | 12 6   | 58 0      | 48 0  | 53 0    | 73 0  | ..    |
| Southall.....     | 2 6        | 1 3    | 0 9    | ..        | ..   | ..      | ..    | .. | Hanwell.....     | 29 0       | 21 0   | ..     | ..        | ..    | ..      | ..    | ..    |
| West Drayton ..   | 3 0        | 1 6    | 1 0    | ..        | ..   | ..      | ..    | .. | Southall.....    | 28 0       | 20 6   | ..     | ..        | ..    | ..      | ..    | ..    |
| Slough.....       | 4 6        | 2 6    | 1 6    | 11 0      | 8 0  | 9 0     | 14 0  | .. | West Drayton ..  | 27 6       | 20 0   | 12 0   | ..        | ..    | ..      | ..    | ..    |
| Maidenhead.....   | 5 6        | 3 6    | 2 6    | 12 0      | 9 0  | 10 16   | 0     | .. | Slough.....      | 25 6       | 18 6   | 11 0   | 51 0      | 45 0  | 49 0    | 67 0  | ..    |
| Twyford.....      | 7 0        | 5 0    | 2 6    | 16 0      | 12 0 | 14 0    | 24 0  | .. | Maidenhead.....  | 24 6       | 17 6   | 10 6   | 51 0      | 42 0  | 46 0    | 63 0  | ..    |
| Reading.....      | 8 0        | 5 6    | 3 0    | 20 0      | 15 0 | 16 0    | 28 0  | .. | Twyford.....     | 23 0       | 16 0   | 10 0   | 47 0      | 38 0  | 42 0    | 58 0  | ..    |
| Pangbourne.....   | 9 6        | 6 6    | 3 6    | 24 0      | 18 0 | 20 0    | 32 0  | .. | Reading.....     | 22 0       | 15 6   | 9 6    | 43 0      | 35 0  | 38 0    | 54 0  | ..    |
| Goring.....       | 10 6       | 7 0    | ..     | ..        | ..   | ..      | ..    | .. | Pangbourne.....  | 21 0       | 14 6   | 9 0    | 40 0      | 32 0  | 35 0    | 50 0  | ..    |
| Wallingford Road  | 11 6       | 8 0    | 4 0    | 28 0      | 21 0 | 24 0    | 40 0  | .. | Goring.....      | 19 6       | 14 0   | ..     | ..        | ..    | ..      | ..    | ..    |
| Steventon.....    | 12 6       | 8 6    | 5 0    | 32 0      | 24 0 | 28 0    | 48 0  | .. | Wallingford road | 18 6       | 13 0   | 8 0    | 36 0      | 29 0  | 32 0    | 46 0  | ..    |
| Faringdon Road..  | 14 0       | 10 0   | 6 0    | 36 0      | 27 0 | 32 0    | 52 0  | .. | Steventon.....   | 17 6       | 12 6   | 7 6    | 32 0      | 26 0  | 28 0    | 42 0  | ..    |
| Shrivenham.....   | 17 0       | 12 0   | 7 6    | 39 0      | 29 0 | 35 0    | 55 0  | .. | Faringdon road   | 16 0       | 11 0   | 6 0    | 38 0      | 23 0  | 25 0    | 37 0  | ..    |
| Swindon.....      | 20 0       | 14 0   | 9 0    | 42 0      | 32 0 | 38 0    | 58 0  | .. | Shrivenham.....  | 13 0       | 9 0    | 5 0    | 34 0      | 20 0  | 22 0    | 32 0  | ..    |
| Purton.....       | 21 6       | 15 0   | ..     | ..        | ..   | ..      | ..    | .. | Swindon.....     | 10 6       | 7 0    | 3 6    | 30 0      | 17 0  | 19 0    | 27 0  | ..    |
| Minety.....       | 23 0       | 16 0   | 10 0   | 45 0      | 35 0 | 41 0    | 61 0  | .. | Purton.....      | 10 6       | 7 6    | ..     | ..        | ..    | ..      | ..    | ..    |
| CIRENCESTER.....  | 25 0       | 18 0   | 11 0   | 48 0      | 38 0 | 44 0    | 64 0  | .. | Minety.....      | 11 0       | 8 0    | 4 0    | 30 0      | 17 0  | 19 0    | 27 0  | ..    |
| Wootton Bassett.. | 22 0       | 15 6   | 9 6    | 44 0      | 34 0 | 40 0    | 60 0  | .. | CIRENCESTER      | 12 0       | 8 6    | 4 6    | 32 0      | 18 0  | 20 0    | 29 0  | ..    |
| Chippenham.....   | 24 6       | 17 6   | 10 6   | 47 0      | 37 0 | 43 0    | 63 0  | .. | Wootton Bassett  | 8 0        | 5 6    | 3 0    | 16 0      | 14 0  | 15 0    | 22 0  | ..    |
| Corsham.....      | 25 6       | 18 6   | ..     | ..        | ..   | ..      | ..    | .. | Chippenham.....  | 5 6        | 3 6    | 2 0    | 12 0      | 10 0  | 11 0    | 17 0  | ..    |
| Box.....          | 26 6       | 19 0   | ..     | ..        | ..   | ..      | ..    | .. | Corsham.....     | 4 6        | 2 6    | ..     | ..        | ..    | ..      | ..    | ..    |
| BATH.....         | 27 6       | 19 6   | 11 6   | 53 0      | 43 0 | 48 0    | 68 0  | .. | Box.....         | 3 6        | 2 0    | ..     | ..        | ..    | ..      | ..    | ..    |
| Twerton.....      | 28 6       | 20 0   | ..     | ..        | ..   | ..      | ..    | .. | BATH.....        | 2 6        | 1 6    | 1 0    | 8 0       | 6 0   | 7 0     | 12 0  | ..    |
| Saltford.....     | 29 0       | 20 6   | ..     | ..        | ..   | ..      | ..    | .. | Twerton.....     | 2 3        | 1 3    | ..     | ..        | ..    | ..      | ..    | ..    |
| Keynsham.....     | 29 6       | 20 6   | ..     | ..        | ..   | ..      | ..    | .. | Saltford.....    | 2 0        | 1 0    | ..     | ..        | ..    | ..      | ..    | ..    |
| ERISTOL.....      | 30 0       | 21 0   | 12 6   | 58 0      | 48 0 | 53 0    | 73 0  | .. | Keynsham.....    | 1 6        | 0 9    | ..     | ..        | ..    | ..      | ..    | ..    |
| Nailesea.....     | 32 0       | 22 0   | 13 0   | ..        | ..   | ..      | ..    | .. | Nailesea.....    | 2 0        | 1 0    | 0 9    | ..        | ..    | ..      | ..    | ..    |
| Clevedon Road..   | 33 0       | 22 6   | 13 6   | 61 0      | 51 0 | 56 0    | 76 0  | .. | Clevedon road..  | 3 0        | 1 6    | 1 0    | 8 0       | 6 0   | 7 0     | 12 0  | ..    |
| Banwell.....      | 34 0       | 23 6   | ..     | ..        | ..   | ..      | ..    | .. | Banwell.....     | 4 0        | 2 6    | ..     | ..        | ..    | ..      | ..    | ..    |
| Westn Supr Mare   | 35 0       | 24 0   | 14 6   | 64 0      | 54 0 | 59 0    | 79 0  | .. | Westn Supr Mare  | 5 0        | 3 0    | 2 0    | 12 0      | 9 0   | 10 0    | 16 0  | ..    |
| Highbridge.....   | 36 6       | 25 6   | 15 0   | 68 0      | 57 0 | 63 0    | 83 0  | .. | Highbridge.....  | 6 6        | 4 6    | 3 0    | 16 0      | 12 0  | 14 0    | 24 0  | ..    |
| Bridgewater.....  | 38 0       | 26 6   | 16 0   | 72 0      | 60 0 | 65 0    | 85 0  | .. | Bridgewater..... | 8 0        | 5 6    | 3 6    | 20 0      | 15 0  | 16 0    | 28 0  | ..    |
| Taunton.....      | 41 0       | 28 6   | 17 0   | 78 0      | 65 0 | 71 0    | 92 0  | .. | Taunton.....     | 11 0       | 7 6    | 4 6    | 26 0      | 20 0  | 22 0    | 35 0  | ..    |
| Wellington.....   | 43 0       | 29 6   | 17 9   | 82 0      | 68 0 | 74 0    | 96 0  | .. | Wellington.....  | 13 0       | 8 6    | 5 3    | 30 0      | 24 0  | 26 0    | 42 0  | ..    |
| Beam Bridge....   | 43 6       | 30 0   | 18 0   | 84 0      | 70 0 | 76 0    | 99 0  | .. | Beam Bridge....  | 13 6       | 9 0    | 5 6    | 32 0      | 26 0  | 28 0    | 45 0  | ..    |

Beam Bridge station is about 21 miles from Exeter, and 70 miles from Plymouth: Cirencester is 15 miles from Cheltenham, 12 from Stroud, and 17 from Gloucester.

Post Horses are kept in readiness at the principal stations, and upon sufficient notice being given at Paddington, or at the Mail and Mouth Office, St. Martin's-Grand, would be sent to bring carriages from any part of London to the station, at a charge of 9s. west of St. Martin's-lane, and 10s. 6d. beyond it, both including post boy. Similar notice may be given at Bristol for carriages to be brought from Clifton or the neighbourhood, to the Bristol station.

Passengers are allowed ten minutes stoppage at Swindon Junction for refreshment, both up and down. The Royal Hotel at Slough is also open.

\* \* The strong black mark or stop under certain times of arrival, show that the trains do not proceed beyond the stations on the same line.

Trains stop on particular days as indicated by their initials.

Passengers, Parcels, &c. from Exeter, Taunton, Bridgewater, Bristol, Bath, and Chippenham, proceeding to Gloucester, Cheltenham, &c., may be booked for Cirencester by the up trains to Swindon Junction, proceeding by the down trains to Cirencester.

Third class passengers will be conveyed by the Goods' trains, and 14lbs of luggage allowed for each. The down Goods' train on Sunday leaves Swindon for Cirencester at 1 12 p.m. instead of 9 or 10 57 a.m. The up Goods' train from Beam Bridge on Sunday leaves at 6 15 a.m. instead of 7 15 a.m., and the down Goods' train from Bristol to Beam Bridge at 9 a.m. instead of 7 30 a.m.

## LONDON AND SOUTH WESTERN.—77 Miles to Southampton.

| Miles | DOWN TRAINS.<br>Depart from | 6½           | 7            | 9            | 11             | 11½          | 12            | 1            | 2½           | 4½           | 5            | 6½           | 8½            | Fares.         |                 |       |       |
|-------|-----------------------------|--------------|--------------|--------------|----------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|-----------------|-------|-------|
|       |                             | a.m.<br>Mix. | a.m.<br>Mix. | a.m.<br>Mix. | a.m.<br>1st cl | a.m.<br>Mix. | noon<br>Slow. | p.m.<br>Mix. | p.m.<br>Mix. | p.m.<br>Mix. | p.m.<br>Mix. | p.m.<br>Mix. | p.m.<br>Mail. | Fast.<br>1Cls. | Mixed.<br>1Cls. | 2Cls. | 3Cls. |
|       | <b>Nine Elms...</b>         | 6 30         | 7 0          | 9 0          | 11 0           | 11 39        | 12 0          | 1 0          | 2 15         | 4 15         | 5 0          | 6 15         | 8 30          | s d            | s d             | s d   | s d   |
| 3     | Wandsworth .....            | 6 38         | ..           | 9 7          | ..             | 11 38        | 12 11         | ..           | 2 23         | 4 23         | 5 7          | 6 23         | ..            | ..             | 1 0             | 0 6   | 0 4   |
| 6     | Wimbledon .....             | 6 47         | ..           | 9 15         | ..             | 11 47        | 12 22         | ..           | 2 32         | 4 32         | 5 15         | 6 32         | ..            | ..             | 1 6             | 1 0   | 0 8   |
| 10    | Kingston .....              | 7 0          | ..           | 9 27         | ..             | 12 0         | 12 40         | 1 25         | 2 45         | 4 45         | 5 27         | 6 45         | 8 55          | ..             | 2 0             | 1 6   | 1 0   |
| 13    | Esher & Hamp. C. ....       | 7 7          | ..           | 9 33         | ..             | 12 7         | 12 50         | ..           | 2 52         | 4 52         | 5 33         | 6 52         | 9 2           | ..             | 2 6             | 1 9   | 1 4   |
| 15½   | Walton .....                | 7 15         | 7 31         | 9 39         | ..             | 12 15        | 1 1           | 3 05         | 0            | 5 39         | 7 0          | ..           | ..            | ..             | 3 0             | 2 0   | 1 6   |
| 17½   | Weybridge .....             | ..           | 7 37         | 9 46         | ..             | ..           | 1 11          | 1 40         | ..           | 5 46         | 7 7          | 9 12         | ..            | ..             | 3 6             | 2 6   | 1 5   |
| 23    | Woking .....                | ..           | 7 50         | 10 0         | 11 46          | ..           | 1 34          | 1 55         | ..           | 6 0          | 7 25         | 9 27         | ..            | 6 0            | 5 6             | 4 0   | 2 8   |
| 31½   | Farnborough .....           | ..           | 8 18         | 10 25        | 12 4           | ..           | 2 10          | 2 20         | ..           | 6 25         | ..           | 9 50         | ..            | 9 0            | 8 0             | 5 6   | 4 0   |
| 38    | Winchfield .....            | ..           | 8 30         | 10 40        | 12 17          | ..           | 2 32          | 2 35         | ..           | 6 38         | ..           | 10 8         | ..            | 10 6           | 10 0            | 7 0   | 5 0   |
| 46    | Basingstoke .....           | ..           | 8 50         | 11 5         | 12 33          | ..           | 3 43          | 0            | ..           | 7 3          | ..           | 10 31        | ..            | 12 6           | 12 0            | 8 0   | 6 0   |
| 56    | Andover Road .....          | ..           | 9 25         | 11 38        | 1 1            | ..           | 3 45          | 3 30         | ..           | 7 33         | ..           | 10 59        | ..            | 15 6           | 15 0            | 10 0  | 7 0   |
| 64    | Winchester .....            | ..           | 9 43         | 11 58        | 1 19           | ..           | 4 17          | 3 50         | ..           | 7 52         | ..           | 11 16        | ..            | 18 6           | 17 6            | 12 0  | 8 0   |
| 72    | Bishopstoke .....           | ..           | 10 0         | 12 20        | 1 37           | ..           | 4 40          | 4 12         | ..           | 8 15         | ..           | 11 34        | ..            | 19 6           | 18 6            | 13 0  | 9 0   |
| 77    | <b>Southampton</b>          | ..           | 10 20        | 12 40        | 2 0            | ..           | 5 0           | 4 30         | ..           | 8 30         | ..           | 11 57        | ..            | 21 0           | 20 0            | 14 0  | 10 0  |
| 77    | Bishopstoke .....           | ..           | 10 0         | 12 20        | 1 37           | ..           | 4 40          | 4 12         | ..           | 8 15         | ..           | 11 44        | ..            | 19 6           | 18 6            | 13 0  | 9 0   |
| 82    | Botley .....                | ..           | 10 13        | 12 32        | ..             | ..           | 5 0           | 4 24         | ..           | 8 26         | ..           | 11 56        | ..            | 20 6           | 19 6            | 14 0  | 10 0  |
| 87    | Fareham .....               | ..           | 10 25        | 12 46        | 1 58           | ..           | 5 21          | 4 38         | ..           | 8 40         | ..           | 12 10        | ..            | 21 6           | 20 6            | 14 6  | 10 0  |
|       | <b>Gosport</b>              | ..           | 10 45        | 1 10         | 2 25           | ..           | 5 45          | 5 0          | ..           | 9 0          | ..           | 12 32        | ..            | 22 0           | 21 0            | 15 0  | 10 0  |

| Miles | UP TRAINS.<br>Depart from | 1 35         | 7½          | 9 5         | 6½          | 8½          | 10½           | 2               | 12½         | 5           | 5½          | 7½          | Fares.         |                 |       |       |      |
|-------|---------------------------|--------------|-------------|-------------|-------------|-------------|---------------|-----------------|-------------|-------------|-------------|-------------|----------------|-----------------|-------|-------|------|
|       |                           | a.m.<br>Mail | a.m.<br>Mix | a.m.<br>Mix | a.m.<br>Mix | a.m.<br>Mix | a.m.<br>Slow. | a.m.<br>1st cl. | p.m.<br>Mix | p.m.<br>Mix | p.m.<br>Mix | p.m.<br>Mix | Fast.<br>1Cls. | Mixed.<br>1Cls. | 2Cls. | 3Cls. |      |
|       | <b>Gosport</b>            | 1 35         | ..          | ..          | 6 30        | 8 30        | 8 30          | 10 30           | ..          | 12 30       | ..          | 5 30        | ..             | s d             | s d   | s d   | s d  |
| 5     | Fareham .....             | 1 50         | ..          | ..          | 6 42        | 8 42        | 8 42          | 10 42           | ..          | 12 42       | ..          | 5 42        | ..             | ..              | 1 6   | 1 0   | 0 6  |
| 10    | Botley .....              | 2 2          | ..          | ..          | 6 54        | 8 54        | 8 54          | ..              | ..          | 12 54       | ..          | 5 54        | ..             | ..              | 2 6   | 1 6   | 1 0  |
| 15    | Bishopstoke .....         | 2 19         | ..          | ..          | 7 11        | 9 11        | 9 11          | 11 11           | ..          | 1 11        | ..          | 6 11        | ..             | 3 6             | 3 6   | 2 6   | 1 6  |
|       | <b>Southampton</b>        | 2 15         | ..          | ..          | 7 0         | 9 0         | 9 15          | 11 0            | ..          | 1 0         | ..          | 6 0         | ..             | ..              | 4 6   | 3 0   | 2 0  |
|       | Bishopstoke .....         | 2 29         | ..          | ..          | 7 11        | 9 11        | 9 35          | 11 11           | ..          | 1 11        | ..          | 6 11        | ..             | ..              | ..    | ..    | ..   |
| 23    | Winchester .....          | 2 48         | ..          | ..          | 7 32        | 9 35        | 10 5          | 11 30           | ..          | 1 33        | ..          | 6 32        | ..             | 6 0             | 5 6   | 4 0   | 2 8  |
| 31    | Andover road .....        | 3 12         | ..          | ..          | 7 59        | 10 0        | 10 35         | 11 50           | ..          | 1 57        | ..          | 6 54        | ..             | 8 0             | 7 6   | 5 6   | 3 3  |
| 41    | Basingstoke .....         | 3 32         | ..          | ..          | 8 23        | 10 28       | 11 15         | 12 11           | ..          | 2 23        | ..          | 7 16        | ..             | 10 6            | 10 0  | 7 0   | 4 0  |
| 49    | Winchfield .....          | 3 50         | ..          | ..          | 8 43        | 10 48       | 11 45         | 12 28           | ..          | 2 42        | ..          | 7 32        | ..             | 12 6            | 12 0  | 8 6   | 5 10 |
| 56    | Farnborough .....         | 4 7          | ..          | ..          | 9 0         | 11 6        | 12 10         | 12 42           | ..          | 2 58        | ..          | 7 50        | ..             | 14 0            | 13 6  | 9 6   | 7 3  |
| 64    | Woking .....              | 4 25         | 7 45        | ..          | 9 20        | 11 30       | 12 42         | 1 0             | ..          | 3 22        | ..          | 8 10        | ..             | 16 6            | 16 0  | 11 6  | 8 0  |
| 69    | Weybridge .....           | 4 39         | 7 57        | ..          | 9 32        | 11 40       | 1 20          | ..              | ..          | 3 35        | ..          | 8 22        | ..             | ..              | 17 6  | 16 6  | 8 6  |
| 71    | Walton .....              | ..           | 8 3         | 9 5         | ..          | 11 45       | 1 28          | ..              | 2 0         | ..          | 5 0         | ..          | 7 30           | ..              | 18 0  | 16 0  | 9 0  |
| 74    | Esher & Hamptn. C. ....   | 4 47         | 8 10        | 9 12        | ..          | 11 52       | 1 40          | ..              | 2 7         | ..          | 5 7         | ..          | 7 37           | ..              | 18 6  | 16 0  | 9 6  |
| 77    | Kingston .....            | 4 56         | 8 19        | 9 22        | 9 55        | 12 0        | 1 50          | ..              | 2 15        | 3 55        | 5 15        | 8 33        | 7 45           | ..              | 19 0  | 16 6  | 10 0 |
| 81    | Wimbledon .....           | ..           | 8 35        | 9 33        | ..          | 12 13       | 2 6           | ..              | 2 28        | ..          | 5 28        | ..          | 7 58           | ..              | 20 0  | 16 6  | 10 0 |
| 84    | Wandsworth .....          | ..           | 8 45        | 9 42        | ..          | 12 22       | 2 18          | ..              | 2 37        | ..          | 5 37        | ..          | 8 7            | ..              | 21 0  | 15 0  | 10 0 |
| 87    | <b>Nine Elms, ar.</b>     | 5 25         | 8 55        | 9 50        | 10 30       | 12 30       | 2 30          | 2 0             | 2 45        | 4 30        | 5 45        | 9 15        | 8 15           | ..              | 22 0  | 21 0  | 15 0 |

**Sunday** From Nine Elms to Woking, mixed, ½ a.m., 2½ a.m., and 7½ p.m.; Nine Elms to Southampton and Gosport, mixed, 10 a.m., and 5 and 8½ p.m. mail.

**From Gosport and Southampton** to Nine Elms, 1 35 mail, ½ a.m., and 4½ p.m.; From Woking to Nine Elms, mixed, ½ a.m., 6½ a.m., and 8½ p.m.

The first Class trains convey First Class Passengers only, excepting that accommodation is afforded for the limited number of Goods in Livery. All passengers will be taken by the 1st train every morning Sunday excepted.

**From Southampton to Gosport** at 1 10 and 8 10 p.m., all mixed.

**From Gosport to Southampton**, at 8 30 and 10 30 a.m., 2 30, 5 30, and 7 20 p.m.

On SUNDAYS, at 9½ a.m., and 4½ p.m., all mixed.

The Short Trains stop at all the stations. The Slow train with convey passengers at very low fares.

**Sundays.**—From Nine Elms to Woking, mixed, 9½ a.m., 2½ and 7½ p.m.; Nine Elms to Southampton and Gosport, mixed, 10 a.m., and 5 and 8½ p.m. mail.

**From Gosport and Southampton** to Nine Elms, 1 35 p.m. mail, 9½ a.m., and 4½ p.m.; from Woking to Nine Elms, mixed, 9½ a.m., 6½ and 8½ p.m.

The first class trains carry only first class passengers only, excepting that accommodation is afforded for a limited number of second class passengers in every train. All other passengers will be taken by the 1st train every morning Sunday excepted.

**From Southampton to Gosport**, at 9 40 a.m., 12 noon, 4 & 8 p.m. On SUNDAYS, at 10 and 8 10 p.m., all mixed.

**From Gosport to Southampton**, at 8 30 and 10 30 a.m., 2 30, 5 30, and 7 20 p.m. On SUNDAYS, at 9½ a.m., and 4½ p.m., all mixed.

The Slow train will convey passengers at very low fares.

# 6 EASTERN COUNTIES—50½ Miles.

| Stations.        | Down Trains. |       |      |      |      |      |      |       | mail. |
|------------------|--------------|-------|------|------|------|------|------|-------|-------|
|                  | a.m.         | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m.  |       |
| London .....     | 8 30         | 11 0  | 2 0  | 3 0  | 4 15 | 5 0  | 6 30 | 8 30  |       |
| Stratford .....  | 8 34         | ..    | 2 4  | ..   | ..   | ..   | ..   | ..    |       |
| Ilford .....     | ..           | 11 9  | 2 10 | ..   | 4 24 | ..   | 6 39 | 8 40  |       |
| Romford .....    | 8 47         | 11 17 | 2 18 | ..   | 4 32 | ..   | 6 47 | 8 46  |       |
| Brentwood .....  | 8 57         | 11 27 | 2 28 | 3 24 | 4 42 | 5 24 | 6 57 | 8 56  |       |
| Chelmsford ..... | 9 11         | 11 41 | 2 42 | 3 38 | 4 56 | 5 38 | 7 11 | 9 11  |       |
| Witham .....     | 9 42         | 12 11 | 3 12 | 4 8  | 5 27 | 6 8  | 7 42 | 9 49  |       |
| Kelvedon .....   | 10 3         | 12 32 | 3 33 | 4 29 | ..   | 6 29 | 8 31 | 10 13 |       |
| Kelvedon .....   | 10 12        | 12 41 | 3 42 | 4 38 | ..   | 6 38 | 8 12 | 10 23 |       |
| Colchester ..... | 10 34        | 1 3   | 4 4  | 5 0  | ..   | 7 0  | 8 34 | 10 49 |       |

| Stations.        | mail. | Up Trains. |       |       |       |      |      |      |      |
|------------------|-------|------------|-------|-------|-------|------|------|------|------|
|                  |       | a.m.       | a.m.  | a.m.  | p.m.  | p.m. | p.m. | p.m. | p.m. |
| Colchester ..... | 2 45  | ..         | 7 8   | 9 0   | 11 0  | 2 0  | 4 0  | 6 0  | 8 0  |
| Kelvedon .....   | 3 11  | ..         | 8 22  | 9 22  | 11 22 | 2 22 | 4 22 | 6 22 | 8 22 |
| Witham .....     | 3 21  | ..         | 8 31  | 9 31  | 11 31 | 2 31 | 4 31 | 6 31 | 8 31 |
| Chelmsford ..... | 3 46  | 8 5        | 8 52  | 9 52  | 11 52 | 2 52 | 4 52 | 6 52 | 8 52 |
| Brentwood .....  | 4 23  | 8 40       | 9 22  | 10 22 | 12 23 | 3 22 | 5 22 | 7 23 | 9 23 |
| Romford .....    | 4 38  | 8 55       | 9 36  | 10 36 | 12 37 | 3 36 | 5 36 | 7 37 | 9 37 |
| Ilford .....     | 4 48  | 9 6        | 9 40  | ..    | 12 47 | 3 46 | ..   | 7 47 | ..   |
| Stratford .....  | 4 54  | 9 14       | 9 54  | ..    | ..    | 3 54 | ..   | 7 55 | ..   |
| Mile End .....   | ..    | 9 21       | ..    | ..    | ..    | ..   | ..   | 8 4  | ..   |
| London .....     | 5 4   | 9 25       | 10 31 | 11 0  | 1 2   | 4 2  | 6 0  | 8 5  | ..   |

**On Sundays.**—From London to Colchester, 8½ a.m., 3, 5, & 8½ p.m. mail; to Brentwood, 9½ & 10 a.m., 2 & 7½ p.m. From Colchester to London, 2½ mail, & 8½ a.m., 2 & 4 p.m.; from Brentwood, 9½ a.m. 2, 7 and 7½ p.m. \* On Wednesdays only. **FARES.**—London to Colchester 1st cls. 12s 6d, 2nd 9s 6d, third 7s. † Third class carriages are run with these trains only.

## LONDON AND CROYDON.

From Tooley-street, London, 9 5, and 11 5 a.m., 2 20, 4 20, 5 20, 6 20, and 8 20 p.m.  
From Croydon, 8 5, 9 5, & 10 5 a.m., 12 5, 8 20, 5 20, 7 20, & 9 20 p.m. Stop at intermediate stations.

**On Sundays** from Tooley-street at 8 5 and 10 5 a.m., 2 20, 4 20, 6 20, & 8 20 p.m.

From Croydon, 9 5 a.m., 1 20, 3 20, 5 20, 7 20, and 9 20 p.m.  
**FARES.**—London to New Cross, first class 1s, second class 9d; Dartmouth Arms 1s 9d and 1s 4d; Sydenham 1s 10d and 1s 4d; Anerley 2s 0d and 1s 6d; Jolly Sailor, near Beulah Sta., and that part of Norwood 2s 0d and 1s 6d; Croydon 2s 3d and 1s 9d.

# STOCKTON AND DARLINGTON. 7

South Church to Darlington, 8 and 11 a.m.; 2, 5, and 8½ p.m. Darlington to South Church and Bishop Auckland, 7, 9 30 mail, and 12 a.m.; 2 20, & 5½ p.m.

Darlington to Stockton, 8 30, 9 45 mail a.m.; & 12 40, 2 40, 3 50 mail, and 6 p.m. Stockton to Darlington, mail 8½, 9½ and 11 20 a.m.; 2 45 mail, 4 40 and 7½ p.m.

Stockton to Middlesbrough, 7 30, 9 5, 10 20, & 11½ a.m.; 1 15, 1 50, 3 15, 5¼, 6 35, and 7½ p.m.

Middlesbrough to Stockton, 7 55, 9½ and 11 a.m.; 12½, 1½, 2 20, 4 20, 6, and 7 p.m.

Stockton to Seaton and Hartlepool, 8, 9½, and 11½ a.m.; 1 20, 3 30, 5¼ p.m. Hartlepool and Seaton to Stockton, 8½ and 10 25 a.m. 1 30, 3½, and 6 p.m.

St. Helens to Shildon, 7 20 a.m.; 1 20, and 4 20 p.m.; returning at 9 50 a.m. 2 40, and 5 50 p.m.

The train from St. Helens at 7 20 a.m. will leave at 8½ a.m. on Fridays. A market coach leaves Middlesbrough for Darlington on fortnight Mondays at 7, and Stockton at 7 15 a.m.

**FARES** from Darlington to Newcastle, 1st class 8s., 2nd class 6s. York to Newcastle, 1st Class 21s.; second, 15s.

## BRANDLING JUNCTION.

To and from Gateshead and Shields 8, 9, 10, 11, and 12 a.m.; 1, 2, 3, 4, 5½, 7, and 8½ p.m.

**ON SUNDAYS.**—8, 9, and 10½ a.m.; and 1. 2, 5, 7, and 8½ p.m. Passengers arriving at Gateshead by the 9 a.m. train will be carried free of charge from thence to Redheugh, on the Newcastle and Carlisle railway, in time for the train going West at 10 o'clock, arriving at Carlisle at 1½ p.m., thence by coaches, arriving at Lancaster at 1, Glasgow and Edinburgh at 2 a.m.

## WHITBY & PICKERING.—Worked by Horse-Power.

From York to Pickering a Coach daily, (Sundays excepted,) and from Pickering by railway to Whitby, leaving York at 12, on the arrival of the trains from the South, East, and West, and arriving at Whitby at 6 p.m.

From Whitby to Pickering by railway, and thence to York by Coach daily (Sundays excepted,) leaving Whitby at 8 a.m., and reaching York by 2 p.m. in time for the trains going South, East, and West, to London, Derby, Hull, Leeds, Liverpool, &c.

There is a luggage train daily between Whitby and Pickering, by which passengers may be conveyed at a lower rate of fares, this train leaves Whitby at 2 p.m., and arrives at Pickering at 6 p.m., and the one from Pickering leaves at 12 noon. **FARES.**—Whitby to Pickering, 4s. inside, 3s. outside. From Whitby to York, 13s. inside, and 8s. outside.

## TAFF VALE.

Cardiff to Merthyr, 8 30 a.m., 1 and 5 p.m.

Merthyr to Cardiff, 9 5 a.m., 1 35 and 5 35 p.m.

**On Sundays** from Cardiff 9 a.m., & 4 p.m. From Merthyr 9 20 a.m. and 4 20 p.m.

**FARES** from Cardiff to Merthyr, 1st cls. 5s.; 2nd cls. 4s.; 3rd cls. 3s.

| Miles | Down Trains             |      |       |       |      |      |      |      |      | Fares. |       |       |        |
|-------|-------------------------|------|-------|-------|------|------|------|------|------|--------|-------|-------|--------|
|       | Trains leave            | a.m. | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | 1st C. | 2d C. | 3d C. | C.     |
|       | <b>Shoreditch</b> ..... | 8 0  | 9 30  | 11 30 | 3 36 | 4 30 | 5 30 | 7 08 | 8 30 | s.     | d.    | s.    | d.     |
| 38    | Stratford .....         | 8 9  | 9 39  | ..    | 3 39 | ..   | 5 39 | 7 08 | 8 39 | 0      | 9     | 0     | 7½ 0 6 |
| 52    | Lea Bridge .....        | 8 14 | 9 44  | ..    | ..   | ..   | 5 44 | 7 14 | ..   | 0      | 10    | 0     | 8 0 6  |
| 78    | Tottenham .....         | 8 19 | 9 49  | ..    | 3 47 | ..   | 5 49 | 7 19 | 8 47 | 0      | 10    | 0     | 8 0 6  |
| 9     | Marsh Lane .....        | ..   | ..    | 11 48 | ..   | ..   | 5 54 | 7 24 | ..   | 0      | 10    | 0     | 8 0 6  |
| 9     | Edmonton .....          | ..   | 9 55  | ..    | ..   | ..   | 5 57 | 7 27 | ..   | 1      | 0     | 0     | 10 0 8 |
| 113   | Ponder's End .....      | 8 30 | ..    | 11 56 | 3 58 | ..   | 6 47 | 7 34 | ..   | 1      | 3     | 1     | 0 0 9  |
| 143   | Waltham .....           | 8 38 | 10 8  | 12 4  | 4 6  | 5 6  | 6 12 | 7 42 | 9 4  | 2      | 0     | 1     | 6 1 0  |
| 19    | <b>Broxbourne</b> ..... | 8 48 | 10 18 | 12 14 | 4 16 | 5 16 | 6 22 | 7 52 | 9 14 | 3      | 6     | 2     | 6 1 6  |
| 22    | Roydon .....            | 8 56 | ..    | ..    | ..   | ..   | 5 18 | ..   | 9 22 | 4      | 6     | 3     | 6 2 3  |
| 26½   | Harlow .....            | 9 7  | ..    | 12 31 | 4 33 | 5 31 | ..   | ..   | 9 34 | 5      | 6     | 4     | 0 2 9  |
| 28½   | Sawbridgeworth .....    | ..   | 10 41 | ..    | ..   | ..   | ..   | 8 45 | ..   | 6      | 0     | 4     | 6 3 0  |
| 32½   | <b>Stortford</b> .....  | 9 21 | 10 51 | 12 41 | 4 47 | 5 45 | ..   | 8 55 | 9 49 | 7      | 0     | 5     | 6 3 6  |

| Miles | Up Trains.              |      |      |      |       |       |      |      |      | Fares. |      |      |         |
|-------|-------------------------|------|------|------|-------|-------|------|------|------|--------|------|------|---------|
|       | Trains leave            | a.m. | a.m. | a.m. | a.m.  | p.m.  | p.m. | p.m. | p.m. | 1 C.   | 2 C. | 3 C. | C.      |
|       | <b>Stortford</b> .....  | 5 30 | ..   | 8 15 | 9 30  | 11 30 | 2 30 | 4 30 | 6 15 | s.     | d.   | s.   | d.      |
| 32    | Sawbridgeworth .....    | ..   | ..   | 8 23 | ..    | 11 38 | ..   | ..   | 6 23 | 1      | 3    | 1    | 0 0 6   |
| 6     | Harlow .....            | ..   | ..   | 8 29 | 9 42  | ..    | 2 42 | 4 42 | 6 29 | 1      | 8    | 1    | 6 0 9   |
| 10½   | Roydon .....            | ..   | ..   | 8 42 | 9 53  | ..    | ..   | 4 53 | 6 42 | 2      | 6    | 2    | 0 1 3   |
| 13½   | <b>Broxbourne</b> ..... | 5 59 | 7 50 | 8 50 | 10 1  | 12 1  | 2 59 | 5 1  | 6 50 | 3      | 6    | 3    | 0 2 6   |
| 17½   | Waltham .....           | 6 8  | 8 0  | 9 0  | 10 11 | 12 11 | 3 9  | 5 11 | 7 0  | 5      | 0    | 4    | 0 2 6   |
| 20½   | Ponder's End .....      | ..   | 8 8  | 9 8  | 10 19 | ..    | 3 17 | 5 19 | 7 8  | 5      | 0    | 4    | 8 2 9   |
| 22½   | Edmonton .....          | ..   | 8 15 | 9 15 | ..    | 12 24 | ..   | ..   | 7 15 | 6      | 0    | 4    | 8 2 10  |
| 23½   | Marsh Lane .....        | ..   | 8 18 | 9 18 | ..    | ..    | ..   | ..   | 7 18 | 6      | 0    | 4    | 8 2 10  |
| 24½   | Tottenham .....         | ..   | 8 23 | 9 23 | 10 30 | ..    | ..   | 5 30 | 7 23 | 6      | 3    | 4    | 1 0 3 0 |
| 26½   | Lea Bridge .....        | ..   | 8 28 | 9 28 | ..    | ..    | ..   | 5 35 | 7 28 | 6      | 3    | 4    | 1 0 3 0 |
| 28½   | Stratford .....         | 6 30 | 8 33 | 9 33 | 10 38 | 12 37 | 3 35 | 5 40 | 7 33 | 6      | 6    | 5    | 0 3 0   |
| 32½   | <b>Shoreditch</b> ..... | 6 40 | 8 45 | 9 45 | 10 50 | 12 49 | 3 47 | 5 52 | 7 55 | 7      | 0    | 5    | 6 3 6   |

## LONDON AND BLACKWALL.

Trains every day to and from London and Blackwall, and the intermediate stations of Cannon-street road, Shadwell, Stepney, Limehouse, West India Docks, and Poplar, every quarter of an hour from 8½ in the morning, until 8½ at Night.

FARES.—Between London, Poplar, and Blackwall, first class, 6d.; 2nd class, 4d.; to or from the other stations, first class 4d., 2nd class 3d. From London to Woolwich 1st class 8d., 2nd class 6d.

London terminus in Fenchurch-street and Minories, and Blackwall terminus at the Brunswick Wharf.

On **Sundays** the trains cease running from 10½ till 1, being the hours of church service.

## LONDON AND GREENWICH.

The trains run every quarter of an hour from 8 a.m. till 10 p.m., except on Sundays when they run until 11 p.m.; they discontinue running during the morning service, from ½ before 11 until ½ past 1.

A train leaves Greenwich for London at 25 minutes past 7 a.m., calling at Deptford. Fares 1s.—8d. An extra train leaves London for Deptford and Greenwich at ½ past 10. Fare 1s.

FARES.—To & from London & Greenwich, 1st class 8d., return ticket 1s.; 2nd class 6d., return ticket 10d.; 3rd class 4d. London to Deptford, 1s.—8d. Deptford to London, 9d.—6d.

To and from the SPA ROAD. 1st Class. 2nd Class.  
 From London .....

Passengers are booked to this station by all the trains, which also stop there by signal.

**Sundays.**—London to Stortford 9½ a.m. 2½, and 8½ p.m. From Stortford to London 5½, and 9½ a.m. & 6½ p.m.; stopping at all the stations, except the 5½ a.m. up train.

Post Horses are in readiness at the London terminus on the arrival of every train. Charge to any part of London, including Post Boy, 10s. 6d.

Third class carriages are run with the 8 a.m., 7, and 8½ p.m. down trains; and with the 5½, and 7½ a.m. and 6½ p.m. up trains, on week days, and on Sundays with all the trains.

**BURNT MILL, NETTESWELL** by the 9½ a.m. 4½ and 7 p.m. Down trains, and 8½ & 11½ a.m. & 6½ p.m. up trains. Fare to London, 1st cl. 5s. 2nd cl. 3s. 9d.

**Fares for Horses and Carriages.**—Private Carriages, 4-wheeled 15s, ditto 2-wheeled 12s. Horses 10s 6d each.

## LONDON AND BRIGHTON.—50½ miles in length.

| Down Trains. |                      | 1     | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9     | 10 |
|--------------|----------------------|-------|-------|-------|------|------|------|------|------|-------|----|
|              |                      |       | MAIL  |       |      |      |      |      |      |       |    |
| Mis          | Trains leave         | a.m.  | a.m.  | a.m.  | a.m. | p.m. | p.m. | p.m. | p.m. | p. m. | .. |
|              | LONDON .....         | 8 30  | 10 30 | 12 0  | 1 0  | 2 0  | 3 0  | 4 45 | 6 30 | 9 30  | .. |
| 3            | *NEW CROSS .....     | 8 43  | ..    | 12 13 | 1 13 | ..   | 3 13 | ..   | 6 43 | ..    | .. |
| 104          | *CROYDON .....       | 9 5   | 11 0  | 12 35 | 1 35 | 2 30 | 3 35 | 5 10 | 7 5  | 10 0  | .. |
| 132          | Godstone Road .....  | 9 17  | ..    | 12 47 | ..   | ..   | 3 47 | ..   | 7 17 | ..    | .. |
| 144          | Stoat's Nest .....   | 9 21  | ..    | 12 51 | ..   | ..   | 3 51 | ..   | 7 21 | ..    | .. |
| 194          | Merstham .....       | 9 35  | ..    | 1 5   | ..   | ..   | 4 5  | ..   | 7 35 | ..    | .. |
| 214          | *REIGATE .....       | 9 40  | 11 25 | 1 10  | ..   | 2 55 | 4 10 | 5 30 | 7 40 | ..    | .. |
| 254          | *Horley .....        | 9 50  | ..    | 1 20  | ..   | ..   | 4 20 | ..   | 7 50 | ..    | .. |
| 294          | THREE BRDGS. ....    | 10 1  | 11 42 | 1 31  | ..   | 3 12 | 4 31 | ..   | 8 1  | ..    | .. |
| 334          | Balcombe .....       | 10 14 | ..    | 1 44  | ..   | ..   | 4 44 | ..   | 8 14 | ..    | .. |
| 374          | *HAYWARD HEATH ..    | 10 24 | 12 0  | 1 54  | ..   | 3 30 | 4 54 | ..   | 8 24 | ..    | .. |
| 41           | Burgess Hill .....   | 10 34 | ..    | 2 4   | ..   | ..   | 5 4  | ..   | 8 34 | ..    | .. |
| 434          | Hassock's Gate ..... | 10 41 | ..    | 2 11  | ..   | ..   | 5 11 | ..   | 8 41 | ..    | .. |
| 504          | *BRIGHTON .....      | 11 0  | 12 30 | 2 30  | ..   | 4 0  | 5 30 | 6 30 | 9 0  | ..    | .. |

| Up Trains. |                      | 1    | 2    | 3     | 4     | 5     | 6    | 7    | 8    | 9    | 10 |
|------------|----------------------|------|------|-------|-------|-------|------|------|------|------|----|
|            |                      |      |      |       |       | MAIL  |      |      |      |      |    |
| Mis        | Trains leave         | a.m. | a.m. | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | .. |
|            | *BRIGHTON .....      | ..   | 7 0  | 9 15  | 10 0  | 11 30 | ..   | 1 45 | 3 30 | 6 30 | .. |
| 7          | Hassock's Gate ..... | ..   | 7 22 | ..    | 10 23 | ..    | ..   | 2 8  | ..   | 6 53 | .. |
| 94         | Burgess Hill .....   | ..   | 7 27 | ..    | 10 28 | ..    | ..   | 2 13 | ..   | 6 58 | .. |
| 124        | *HAYWARD HEATH ..    | ..   | 7 38 | ..    | 10 40 | 11 58 | ..   | 2 25 | 3 58 | 7 10 | .. |
| 17         | Balcombe .....       | ..   | 7 52 | ..    | 10 54 | ..    | ..   | 2 39 | ..   | 7 24 | .. |
| 214        | THREE BRDGS. ....    | ..   | 8 3  | 9 53  | 11 6  | 12 21 | ..   | 2 51 | 4 21 | 7 36 | .. |
| 25         | *Horley .....        | ..   | 8 14 | ..    | 11 17 | ..    | ..   | 3 2  | ..   | 7 47 | .. |
| 294        | *REIGATE .....       | ..   | 8 26 | ..    | 11 30 | 12 40 | ..   | 3 15 | 4 40 | 8 0  | .. |
| 31         | Merstham .....       | ..   | 8 34 | ..    | 11 38 | ..    | ..   | 3 23 | ..   | 8 8  | .. |
| 36         | Stoat's Nest .....   | ..   | 8 47 | ..    | 11 51 | ..    | ..   | 3 36 | ..   | 8 21 | .. |
| 374        | Godstone Road .....  | ..   | 8 50 | ..    | 11 55 | ..    | ..   | 3 40 | ..   | 8 25 | .. |
| 404        | *CROYDON .....       | 7 40 | 8 58 | 10 35 | 12 2  | 1 3   | 2 0  | 3 47 | 5 3  | 8 32 | .. |
| 474        | *NEW CROSS .....     | 8 0  | 9 15 | ..    | 12 20 | ..    | 2 20 | 4 5  | ..   | 8 50 | .. |
| 504        | *LONDON .....        | 8 10 | 9 25 | 11 0  | 12 30 | 1 30  | 2 30 | 4 15 | 5 30 | 9 0  | .. |

Down Trains.—Nos. 1, 3, 4, 6, 8, and 9 are all mixed. Nos. 2, 5, and 7 first class.

UP Trains.—Nos. 1, 2, 4, 6, 7, and 9, are mixed. Nos. 3, 5, and 8, first class.

The first class trains consist of first class carriages only, except that two compartments of the leading carriage will be reserved for servants in attendance on their employers, at second class fares. The first class trains stop at first class stations only.

Third class passengers are conveyed to and from Brighton three times daily, and by every train on Sundays.

**Fares.**—London to Brighton, 1st class, 14s. 6d.; by mixed or slow trains, first class 12s.; second class, 8s.; third class, 5s.

Day Tickets may be obtained from London and Croydon to Brighton and back, or *vice versa*, to return the same day, at following fares for the whole journey:—First class 20s.; second class 14s.; such tickets not to be transferable, nor available but for the day for which they are issued.

Post Horses may be had at the London Bridge Station, to convey carriages to or from any part of London, at a charge of 10s. 6d. including the Post Boy; and at Brighton Station, to or from any part of Brighton, 5s.

No passengers will be conveyed from London to New Cross, or from New Cross to London.

**On Sundays.**—From London to Brighton, 8, & 10½ a.m., & 6½ p.m. From Brighton to London, 7½ a.m. 2½ and 6 30 p.m. All mixed. Charge for carriages, whole distance, 4-wheeled 22s., 2-wheeled 18s.; 1 horse 20s., 2 horses 30s., 3 horses 38s.

## SHOREHAM BRANCH.

From Brighton to Shoreham, 8, 9, 10 25, and 11¼ a.m.; 12½, \* 2 15, 4 15,\* and 6¾ p.m.

From Shoreham to Brighton, 8¼, \* 9 25,\* and 10 55\* a.m. 12, 1¼,\* 2 45,\* 5 45,\* and 8 p.m.

**FARES.**—First class, 1s.; second class, 9d.; third class, 6d. \* Will meet trains to or from London.

First class passengers may be booked throughout, from London to Shoreham by the trains leaving London at 10½ a.m., 12 noon and 2 p.m.; and from Shoreham to London by the trains leaving at 10 55 and 2 45 p.m., without change of carriage or removal of luggage, but by no other train.

| Miles. | Down Trains       | 1 & 2 |       | 3d cls |      | 1 & 2 |      | 3d cls |      | 1 & 2 |                 | Miles. | Up Trains | 1 & 2 |       | 3d cls |      | 1 & 2 |      | 3d cls |                 | 1 & 2 |       |       |       |      |      |       |    |  |  |  |  |
|--------|-------------------|-------|-------|--------|------|-------|------|--------|------|-------|-----------------|--------|-----------|-------|-------|--------|------|-------|------|--------|-----------------|-------|-------|-------|-------|------|------|-------|----|--|--|--|--|
|        |                   | a.m.  | a.m.  | p.m.   | p.m. | p.m.  | p.m. | p.m.   | p.m. | a.m.  | a.m.            |        |           | p.m.  | p.m.  | p.m.   | p.m. | p.m.  | p.m. |        |                 |       |       |       |       |      |      |       |    |  |  |  |  |
|        | London .....      | 8 0   | 9 30  | 11 30  | 1 30 | 4 0   | 5 30 | 7 30   | ..   | 0     | Folkstone..     | ..     | 7 0       | 9 30  | 11 40 | 1 20   | 3 50 | 6 50  | ..   | 0      | Folkstone..     | ..    | 7 0   | 9 30  | 11 40 | 1 20 | 3 50 | 6 50  | .. |  |  |  |  |
| 3      | New Cross .....   | 8 14  | 9 44  | 11 43  | 1 44 | 4 14  | 5 44 | 7 44   | ..   | 15    | Ashford .....   | ..     | 7 40      | 10 10 | 12 20 | 2 0    | 4 30 | 7 30  | ..   | 15     | Ashford .....   | ..    | 7 40  | 10 10 | 12 20 | 2 0  | 4 30 | 7 30  | .. |  |  |  |  |
| 10½    | Croydon .....     | 8 34  | 10 4  | ..     | 2 4  | 4 34  | 6 4  | 8 4    | ..   | 21    | Pluckley .....  | ..     | 7 58      | 10 28 | 12 38 | ..     | 4 43 | 7 43  | ..   | 21     | Pluckley .....  | ..    | 7 58  | 10 28 | 12 38 | ..   | 4 43 | 7 43  | .. |  |  |  |  |
| 21     | Reigate .....     | 9 2   | 10 32 | 12 27  | 2 32 | 5 2   | 6 32 | 8 32   | ..   | 26    | Headcorn..      | ..     | 8 6       | ..    | 12 46 | ..     | 4 56 | ..    | ..   | 26     | Headcorn..      | ..    | 8 6   | ..    | 12 46 | ..   | 4 56 | ..    | .. |  |  |  |  |
| 26     | Godstone .....    | 9 16  | 10 46 | ..     | 2 46 | 5 16  | 6 46 | 8 46   | ..   | 29    | Staplehurst ..  | ..     | 8 16      | 10 46 | 12 55 | 2 30   | 5 5  | 8 3   | ..   | 29     | Staplehurst ..  | ..    | 8 16  | 10 46 | 12 55 | 2 30 | 5 5  | 8 3   | .. |  |  |  |  |
| 31     | Edenbridge .....  | 9 30  | 11 0  | ..     | 3 0  | 5 30  | 7 0  | 9 0    | ..   | 32    | Maidstone Rd.   | 7 40   | 8 37      | 11 1  | 1 17  | 2 48   | 5 27 | 8 21  | ..   | 32     | Maidstone Rd.   | 7 40  | 8 37  | 11 1  | 1 17  | 2 48 | 5 27 | 8 21  | .. |  |  |  |  |
| 36     | Penshurst .....   | 9 43  | 11 13 | ..     | 3 13 | 5 43  | 7 13 | 9 13   | ..   | 36    | Tunbridge..     | 8 0    | 8 55      | 11 19 | 1 35  | 3 4    | 5 45 | 8 39  | ..   | 36     | Tunbridge..     | 8 0   | 8 55  | 11 19 | 1 35  | 3 4  | 5 45 | 8 39  | .. |  |  |  |  |
| 41     | Tunbridge .....   | 9 57  | 11 27 | 1 13   | 3 27 | 5 57  | 7 27 | 9 22   | ..   | 46    | Penshurst ..... | 8 10   | 9 5       | 11 29 | 1 45  | ..     | 5 55 | 8 49  | ..   | 46     | Penshurst ..... | 8 10  | 9 5   | 11 29 | 1 45  | ..   | 5 55 | 8 49  | .. |  |  |  |  |
| 46     | Maidstone Road    | 10 13 | 11 43 | 1 28   | 3 43 | 6 13  | 7 43 | ..     | ..   | 51    | Edenbridge ..   | 8 24   | 9 19      | 11 43 | 1 59  | ..     | 6 9  | 9 3   | ..   | 51     | Edenbridge ..   | 8 24  | 9 19  | 11 43 | 1 59  | ..   | 6 9  | 9 3   | .. |  |  |  |  |
| 50     | Marden .....      | ..    | 11 56 | ..     | 3 56 | ..    | 7 56 | ..     | ..   | 56    | Godstone .....  | 8 38   | 9 33      | 11 57 | 2 13  | ..     | 6 23 | 9 17  | ..   | 56     | Godstone .....  | 8 38  | 9 33  | 11 57 | 2 13  | ..   | 6 23 | 9 17  | .. |  |  |  |  |
| 53     | Staplehurst ..... | 10 34 | 12 6  | 1 44   | 4 6  | 6 34  | 8 6  | ..     | ..   | 61    | Reigate .....   | 8 52   | 9 47      | 12 11 | 2 27  | 3 48   | 6 37 | 9 31  | ..   | 61     | Reigate .....   | 8 52  | 9 47  | 12 11 | 2 27  | 3 48 | 6 37 | 9 31  | .. |  |  |  |  |
| 56     | Headcorn .....    | ..    | 12 16 | ..     | 4 16 | ..    | 8 16 | ..     | ..   | 71½   | Croydon .....   | 9 18   | 10 13     | 12 37 | 2 53  | ..     | 7 3  | 9 57  | ..   | 71½    | Croydon .....   | 9 18  | 10 13 | 12 37 | 2 53  | ..   | 7 3  | 9 57  | .. |  |  |  |  |
| 61     | Pluckley .....    | 10 56 | 12 30 | ..     | 4 30 | 6 56  | 8 30 | ..     | ..   | 79    | New Cross..     | 9 38   | 10 33     | 12 57 | 3 13  | 4 30   | 7 23 | 10 17 | ..   | 79     | New Cross..     | 9 38  | 10 33 | 12 57 | 3 13  | 4 30 | 7 23 | 10 17 | .. |  |  |  |  |
| 67     | Ashford .....     | 11 12 | 12 46 | 2 17   | 4 46 | 7 12  | 8 46 | ..     | ..   | 82    | London .....    | 9 48   | 10 43     | 1 7   | 3 23  | 4 40   | 7 33 | 10 27 | ..   | 82     | London .....    | 9 48  | 10 43 | 1 7   | 3 23  | 4 40 | 7 33 | 10 27 | .. |  |  |  |  |
| 82     | Folkstone .....   | 11 47 | 1 21  | 2 52   | 5 21 | 7 47  | 9 21 | ..     | ..   |       |                 |        |           |       |       |        |      |       |      |        |                 |       |       |       |       |      |      |       |    |  |  |  |  |

**On Sundays.**—From London to Folkstone at 9½ a.m., 1½ & 5 p.m. From Folkstone to London, 9 50 a.m., 12 50 & 5 10 p.m. Sunday trains, up and down, are mixed.

Every train will convey first and second class passengers, but third class passengers will be conveyed from New Cross only by the third class trains.

**Fares.**—From London to Tunbridge, 7s. 6d. and 5s.; to Headcorn, 10s. and 7s.; to Folkstone, 17s. and 11s.

## IRELAND.

### DUBLIN AND KINGSTOWN.

From both ends on week days, every half-hour from 6 a.m. until 11½ p.m., stopping at all the Stations, viz:—Boosterstown, Black Rock, and Salt Hill. An extra train from Kingstown at 9½ a.m., stopping at Merion in addition to the usual stations.

An extra train every day, at 4½ p.m., stopping at Merion only. This train will convey passengers to Her Majesty's mail packet, starting from Kingstown at 5½ p.m.

The 11 p.m., Up and Down, also stop at Merion every day.

Sunday trains same hours as on week days, with extra trains every 4 of an hour, from 1½ a.m. to 5½ p.m., and from 7½ to 10½ p.m.

**FARES.**—First class 1s., second class 8d., third class 6d.

The mail bags are conveyed by the 8½ a.m. by Holyhead; 5 and 10 p.m. by Liverpool.

### BELFAST TO PORTADOWN.

From Belfast to Portadown 8 and 10\* in the morning, 2, 4½\* and 6½\* in the afternoon. Belfast to Lisburn 12\*.

From Portadown to Belfast, 8 10\* and 10 10\* a.m. 2 10, 4 40\* and 6 40\* p.m. From Lisburn to Belfast at 1\* p.m.

On Sundays from Belfast 9\* a.m. 3\* and 6\* p.m.; from Portadown 9 10\* a.m., 3 10,\* and 6 10\* p.m.

**Fares.**—Belfast to Lisburn, 9d—6d—4d; to Moira, 1s 6d—1s—8d; to Lurgan, 2s—1s 6d—1s; to Portadown, 2s 6d—2s—1s 4d.

Third class carriages will be attached to the trains which depart from Belfast at 2 p.m., and Portadown at 2 10 a.m. and which will stop at Prichard's Bridge and the Damhead, in case a signal be given by the police at these points.

\* Trains thus marked stop at Dunmurry.

| Distance from<br>Euston station | DOWN<br>TRAINS.        | 6         | 7     | 8                | 8½    | 9            | 10             | 11             | 1     | 3     | 5     | 6     | 8½           | 9             | FARES.                                 |                                |                                |                           |  |
|---------------------------------|------------------------|-----------|-------|------------------|-------|--------------|----------------|----------------|-------|-------|-------|-------|--------------|---------------|----------------------------------------|--------------------------------|--------------------------------|---------------------------|--|
|                                 |                        | a.m.      | a.m.  | a.m.             | a.m.  | a.m.         | a.m.           | a.m.           | p.m.  | p.m.  | p.m.  | p.m.  | p.m.         | p.m.          |                                        |                                |                                |                           |  |
|                                 | mixed                  | 1st class | mixed | 1st class        | mixed | mail 1 cl.   | mixed.         | mixed          | mixed | mixed | mixed | mixed | mail mixed.  | mail to Rugby | 4 inside by day, or 1 c.6 in by night. | 1st cls. car. 6 inside by day. | 2nd cls. car. closed by night. | 2nd cl. car. open by day. |  |
|                                 | 1.2.3.<br>4.5.6.<br>7. | 3rd class | mixed | 1.2.3.<br>5.6.7. | 4.6.  | 1.2.3.<br>7. | 1.2.4.<br>5.6. | 1.2.4.<br>5.7. | 4.    | 4.    | 4.    | 6 0   | 1.2.3.<br>7. | 4.6.          | s. d.                                  | s. d.                          | s. d.                          | s. d.                     |  |
| Mls                             | LONDON                 | 6 0       | 7 0   | 8 0              | 8 45  | 9 15         | 10 0           | 11 0           | 1 0   | 3 0   | 5 0   | 6 0   | 8 30         | 9 0           | s. d.                                  | s. d.                          | s. d.                          | s. d.                     |  |
| 14                              | Harrow (arrival)       | 7 42      | 8 29  | 8 29             | ..    | ..           | ..             | 1 27           | 3 32  | 5 29  | 6 32  | ..    | ..           | ..            | 5 0                                    | 3 0                            | ..                             | 2 0                       |  |
| 17½                             | WATFORD                | 6 46      | 8 2   | 8 47             | ..    | 10 0         | ..             | 11 47          | 1 45  | 3 54  | 5 47  | 6 54  | ..           | ..            | ..                                     | 4 6                            | 4 0                            | 3 0                       |  |
| 21                              | Kings Langley          | ..        | 8 17  | 8 57             | ..    | ..           | ..             | ..             | 4 4   | ..    | ..    | 7 4   | ..           | ..            | ..                                     | 5 6                            | ..                             | 3 6                       |  |
| 24½                             | Boxmoor                | ..        | 8 32  | 9 7              | ..    | 10 15        | ..             | ..             | 2 4   | 4 14  | 6 3   | 7 14  | ..           | ..            | ..                                     | 6 6                            | ..                             | 4 6                       |  |
| 28                              | Berkhamstead           | ..        | 8 47  | 9 19             | ..    | ..           | ..             | ..             | 2 15  | 4 25  | ..    | 7 25  | ..           | ..            | ..                                     | 7 6                            | ..                             | 5 0                       |  |
| 31½                             | TRING                  | 7 21      | 9 1   | 9 31             | 10 8  | 10 36        | 11 11          | 12 24          | 2 28  | 4 38  | 6 24  | 7 38  | 9 48         | 10 11         | 9 6                                    | 8 6                            | 7 0                            | 5 6                       |  |
| 43½                             | Aylesbury              | ..        | ..    | 10 15            | ..    | ..           | ..             | ..             | 5 15  | ..    | ..    | 8 15  | ..           | ..            | ..                                     | 9 6                            | ..                             | 6 0                       |  |
| 41                              | LEIGHTON               | 7 41      | 9 36  | 9 51             | ..    | ..           | ..             | 12 44          | 2 47  | 4 56  | 6 43  | 7 56  | ..           | ..            | ..                                     | 1 0                            | ..                             | 7 6                       |  |
| 46½                             | Bletchley & F. Stfd.   | ..        | 9 56  | 10 6             | ..    | ..           | ..             | ..             | 3 0   | 5 8   | ..    | 8 8   | ..           | ..            | ..                                     | 12 6                           | ..                             | 8 6                       |  |
| 52½                             | WOLVERTON              | 8 7       | 10 10 | 10 20            | 10 55 | 11 22        | 11 50          | 1 11           | 3 15  | 5 30  | 7 10  | 8 30  | 10 10        | 10 11         | 5                                      | 14 0                           | 11 6                           | 9 6                       |  |
| 60                              | Roads                  | ..        | 10 40 | 10 49            | ..    | ..           | ..             | ..             | 3 44  | ..    | ..    | ..    | ..           | ..            | ..                                     | 16 0                           | ..                             | 10 6                      |  |
| 62½                             | BLISWORTH              | 8 42      | 12 35 | 10 58            | ..    | 11 55        | 12 22          | 1 48           | 3 53  | ..    | 7 45  | ..    | 11 8         | 11 25         | 18 6                                   | 17 0                           | 14 0                           | 11 6                      |  |
| 69½                             | Weedon                 | 8 59      | 12 54 | 11 17            | 11 51 | 12 12        | 12 39          | 2 7            | 4 12  | ..    | 8 2   | ..    | 11 26        | 11 42         | 20 6                                   | 18 6                           | 15 6                           | 12 6                      |  |
| 75½                             | Crick (and Welton)     | ..        | 1 14  | 11 35            | ..    | ..           | ..             | ..             | 4 30  | ..    | ..    | ..    | ..           | ..            | ..                                     | 20 0                           | ..                             | 13 6                      |  |
| 83                              | RUGBY (Md. C.J.)       | 9 30      | 1 23  | 11 56            | ..    | 1 0          | 1 8            | 2 43           | 4 51  | ..    | 8 33  | ..    | 11 58        | 12 15         | 24 6                                   | 22 0                           | 18 6                           | 15 0                      |  |
| 89                              | Brandon                | ..        | 1 53  | 12 13            | ..    | ..           | ..             | ..             | 5 8   | ..    | ..    | ..    | ..           | ..            | ..                                     | 24 0                           | ..                             | 16 0                      |  |
| 94                              | COVENTRY               | 9 57      | 2 7   | 12 26            | 12 52 | ..           | 1 32           | 3 12           | 5 21  | ..    | 9 0   | ..    | 12 27        | ..            | 27 6                                   | 25 0                           | 21 0                           | 16 6                      |  |
| 103                             | Hampton (Dby. Jn.)     | 10 25     | 2 41  | 12 55            | 1 21  | ..           | ..             | 3 38           | 5 50  | ..    | ..    | ..    | ..           | ..            | ..                                     | 27 6                           | ..                             | 18 6                      |  |
| 112½                            | BIRMINGHAM             | 11 0      | 3 30  | 1 30             | 2 0   | ..           | 2 30           | 4 15           | 6 25  | ..    | 10 0  | ..    | 1 30         | ..            | 32 6                                   | 30 0                           | 25 0                           | 20 0                      |  |

The 3rd class train takes passengers, private carriages, and horses, at the following charges:—From London to Birmingham, Passengers 14s., private carriages £3, horse boxes £4, and in proportion for intermediate stations.

**Sunday Trains.**—Mixed, 8, 10 mail a.m., Mail mixed 8½ and 9 p.m. to Rugby; to Aylesbury 8½ a.m.; Mixed to Wolverton 6 p.m.

1. Trains in conjunction with the Grand Junction.
2. Trains in conjunction with the Manchester and Birmingham.
3. Trains in conjunction with the North Union, and Lancaster and Preston Junction.
4. Trains in conjunction with the Midland Counties.
5. Trains in conjunction with the Birmingham & Derby Junction.
6. Trains in conjunction with the North Midland.
7. Trains in conjunction with the Birmingham and Gloucester.

Children under Ten Years of age, Half-price. Infants in arms, unable to walk, free of charge—Soldiers *en route* are charged under a special agreement.—Dogs are charged for any distance not exceeding 30 miles, 1s.; 55 miles, 2s.; 85 miles, 3s.; and the whole distance, 4s. No dogs allowed to be taken inside the carriages. No Smoking is allowed at the stations, or in the company's carriages.

The check ticket given to the passenger on the payment of his fare will be required from him on leaving the coach or at the station next before his arrival at London or Birmingham; and if not then presented he will be liable to have the Fare again demanded.

Carriages and Horses cannot be forwarded by any train unless there, at the least, fifteen minutes before its time of departure, which time is punctually observed, and after the doors are closed no Passengers can be admitted.

Post Horses, for the conveyance of Carriages arriving at the Euston station, are always in readiness, at a charge of 10s. 6d., including post-boy, to any part of London.

| Distances from<br>Birming. sta. | UP<br>TRAINS.         | 6½    | 7½    | 7     | 11    | 8½        | 10    | 12     | 1½        | 4     | 2 20      | 4         | 6     | 12    | 1    | FARES                                      |                                      |                                      |                               |
|---------------------------------|-----------------------|-------|-------|-------|-------|-----------|-------|--------|-----------|-------|-----------|-----------|-------|-------|------|--------------------------------------------|--------------------------------------|--------------------------------------|-------------------------------|
|                                 |                       | a.m.  | a.m.  | a.m.  | a.m.  | a.m.      | a.m.  | a.m.   | a.m.      | p.m.  | p.m.      | p.m.      | p.m.  | p.m.  | a.m. | 4 inside<br>by<br>day, or 6<br>in by night | 1st cls. car.<br>6 inside by<br>day. | 2nd cls. car.<br>closed by<br>night. | 2nd cls. car.<br>open by day. |
|                                 |                       | mixed | mixed | mixed | mixed | ml. 1 cl. | mixed | mixed  | 1st class | mixed | 2nd class | 1st class | mixed | mail  | mail |                                            |                                      |                                      |                               |
| Mls.                            | STATIONS              |       |       |       |       | 1.2.3.    | 4.5.  | 1.2.4. | 1.2.5.    | 4.6.  |           | 1.2.3.    | 4.5.6 | 7.    | 4.6. |                                            |                                      |                                      |                               |
|                                 | BIRMINGHAM ..         | ..    | ..    | 7 0   | ..    | 8 30      | 10 0  | 12 0   | 1 15      | ..    | 2 20      | 4 0       | 6 0   | 12 0  | ..   | s. d.                                      | s. d.                                | s. d.                                | s. d.                         |
| 94                              | Hampton (Dby. Jn.) .. | ..    | ..    | 7 20  | ..    | ..        | 10 20 | 12 20  | 1 35      | ..    | 2 54      | 4 20      | 6 19  | ..    | ..   | s. d.                                      | s. d.                                | s. d.                                | s. d.                         |
| 152                             | COVENTRY .....        | ..    | ..    | 7 47  | ..    | 9 12      | 10 47 | 12 47  | 2 0       | ..    | 3 29      | 4 47      | 6 45  | 12 47 | ..   | 5 0                                        | 4 6                                  | 4 0                                  | 3 0                           |
| 234                             | Brandon .....         | ..    | ..    | 8 5   | ..    | ..        | ..    | 1 5    | ..        | ..    | 3 47      | ..        | 7 3   | ..    | ..   | ..                                         | 6 0                                  | ..                                   | 4 0                           |
| 294                             | RUGBY (Mid. C. J.) .. | ..    | ..    | 8 23  | ..    | 9 43      | 11 17 | 1 23   | 2 30      | 4 0   | 4 13      | 5 17      | 7 18  | 1 23  | 1 5  | 8 6                                        | 8 0                                  | 6 6                                  | 5 0                           |
| 37                              | Crick and Welton ..   | ..    | ..    | 8 50  | ..    | ..        | ..    | 1 50   | ..        | ..    | 4 41      | ..        | 7 42  | ..    | ..   | ..                                         | 10 0                                 | ..                                   | 6 6                           |
| 423                             | Weedon .....          | ..    | ..    | 9 4   | ..    | 10 18     | 11 54 | 2 4    | 3 4       | 4 30  | 5 4       | 5 54      | 7 56  | 2 4   | 1 40 | 12 6                                       | 11 6                                 | 9 6                                  | 7 6                           |
| 493                             | BLISWORTH .....       | ..    | ..    | 9 27  | ..    | 10 40     | 12 15 | 2 27   | 3 25      | 4 51  | 5 28      | 6 15      | 8 17  | 2 28  | 2 0  | 14 6                                       | 13 0                                 | 11 0                                 | 8 6                           |
| 524                             | Roads .....           | ..    | ..    | 9 35  | ..    | ..        | ..    | 2 35   | ..        | ..    | 5 37      | ..        | 8 27  | ..    | ..   | ..                                         | 14 0                                 | ..                                   | 9 6                           |
| 593                             | WOLVERTON .....       | 6 45  | 8 0   | 9 55  | ..    | 11 5      | 12 40 | 2 55   | 3 50      | 5 16  | 6 50      | 6 40      | 8 45  | 2 55  | 2 30 | 17 6                                       | 16 0                                 | 13 6                                 | 10 6                          |
| 653                             | Bletchley & F. Stfd.  | 6 58  | 8 13  | 10 20 | ..    | ..        | ..    | 3 20   | ..        | ..    | 7 10      | ..        | ..    | ..    | ..   | ..                                         | 17 6                                 | ..                                   | 12 0                          |
| 713                             | LEIGHTON .....        | 7 11  | 8 26  | 10 36 | ..    | ..        | 1 15  | 3 36   | ..        | ..    | 7 30      | 7 15      | 9 21  | ..    | ..   | ..                                         | 19 0                                 | ..                                   | 12 6                          |
|                                 | Aylesbury .....       | 7 0   | ..    | ..    | 11 0  | ..        | ..    | ..     | ..        | ..    | ..        | 6 45      | ..    | ..    | ..   | ..                                         | 21 6                                 | ..                                   | 14 6                          |
| 804                             | TRING .....           | 7 36  | 8 51  | 11 4  | 11 28 | 12 6      | 1 40  | 4 4    | 4 46      | 6 11  | 8 0       | 7 40      | 9 46  | 4 1   | 3 35 | 23 6                                       | 21 6                                 | 18 0                                 | 14 6                          |
| 844                             | Berkhampstead .....   | 7 49  | 9 4   | 11 15 | ..    | ..        | ..    | 4 15   | ..        | ..    | 8 16      | ..        | ..    | ..    | ..   | ..                                         | 22 6                                 | ..                                   | 15 0                          |
| 873                             | Boxmoor .....         | 7 59  | 9 14  | 11 24 | ..    | ..        | ..    | 4 24   | ..        | ..    | 8 23      | ..        | ..    | ..    | ..   | ..                                         | 23 6                                 | ..                                   | 15 6                          |
| 914                             | Kings Langley .....   | 8 7   | 9 22  | ..    | 11 50 | ..        | ..    | ..     | ..        | ..    | 8 42      | ..        | ..    | ..    | ..   | ..                                         | 24 0                                 | ..                                   | 16 6                          |
| 944                             | WATFORD .....         | 8 15  | 9 30  | 11 39 | ..    | 12 35     | 2 10  | 4 39   | ..        | 6 41  | 8 50      | 8 10      | 10 15 | ..    | ..   | 27 6                                       | 25 6                                 | 21 0                                 | 17 0                          |
| 1003                            | Harrow .....          | 8 35  | 9 50  | 11 54 | ..    | ..        | ..    | 4 54   | ..        | ..    | 9 10      | ..        | ..    | ..    | ..   | ..                                         | 27 0                                 | ..                                   | 18 0                          |
| 1124                            | LONDON .....          | 9 15  | 10 30 | 12 30 | 1 0   | 1 30      | 3 0   | 5 30   | 6 0       | 7 30  | 10 0      | 9 0       | 11 0  | 5 30  | 5 0  | 32 6                                       | 30 0                                 | 25 0                                 | 20 0                          |

The 3rd class train takes passengers, private carriages, and horses, at the following charges—From Birmingham to London,

Passengers 14s. carriages £3, horse boxes £4 and in proportion for intermediate stations.

**S nday Trains.**—8½ a.m. mail mixed, 1½ p.m. mixed, 12 mail mixed (& 15 a.m. from Rugby); from Wolverton 6½ a.m.; from Aylesbury 7 p.m.

1. Trains in conjunction with the Grand Junction.
2. Trains in conjunction with the Manchester and Birmingham.
3. Trains in conjunction with the North Union, and Lancaster and Preston Junction.
4. Trains in conjunction with the Midland Counties.
5. Trains in conjunction with the Birmingham & Derby Junction.
6. Trains in conjunction with the North Midland.
7. Trains in conjunction with the Birmingham and Gloucester.

Passengers are especially recommended to have their names and address, or destination, *legibly written* on each part of their luggage, when it will be placed on the top of the coach in which they ride. If the passenger be destined to Liverpool or Manchester, and have booked his place through, his luggage will be placed on the Liverpool or Manchester coach, and will not be disturbed until it reach its destination.

A passenger having paid his fare, and taken out a ticket, may go by any of the trains of *that day*, but the ticket will not be available on the following day unless under special circumstances, when it may be exchanged for a new pass for the day required.

No Private Carriages or horses can be conveyed by the night mail trains, up or down, nor by the down day mail trains.

| Distances. | STATIONS.       | Down Trains. |           |            |       | Up Trains.  |            |            |      | Sunday Trains.               |        |        |        | By Mail carry |               |               |                         |
|------------|-----------------|--------------|-----------|------------|-------|-------------|------------|------------|------|------------------------------|--------|--------|--------|---------------|---------------|---------------|-------------------------|
|            |                 | London Mail  | 2nd class | 1st class. | Mail  | London Mail | 3rd class. | 1st class. | Mail | Stop at 1st cls. stas. only. | 1 p.m. | 2 a.m. | 3 a.m. | 4 a.m.        | ing 4 Inside. | 6 Inside with | 8 Inside with           |
|            |                 |              |           |            |       |             |            |            |      |                              | Mail.  | Mxd.   | Mail.  | Mail.         | Mail Trains.  | other Trains. | Second Class Carriages. |
| Mls.       | London          | 8 30         | ..        | ..         | 6 0   | 10 0        | 4 15       | ..         | ..   | 8 30                         | ..     | ..     | 10 0   | ..            | ..            | ..            | ..                      |
|            | Birmingham      | 1 45         | 6 0       | 9 0        | 11 30 | 2 45        | 4 30       | 6 0        | ..   | 1 45                         | 7 30   | 11 30  | 2 45   | ..            | s. d.         | s. d.         | s. d.                   |
| 3½         | Perry Bar       | ..           | 6 15      | ..         | ..    | ..          | 4 40       | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 1 0           | 1 0           | ..                      |
| 6½         | Newton Road     | ..           | 6 25      | ..         | ..    | ..          | 4 40       | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 1 6           | 1 0           | ..                      |
| 9½         | WALSALL         | ..           | 6 34      | 9 20       | 11 50 | ..          | 4 49       | 6 20       | ..   | ..                           | ..     | 11 50  | ..     | 3 0           | 2 0           | 2 0           | 1 6                     |
| 12         | Willenhall      | ..           | 6 43      | 9 26       | ..    | ..          | 4 58       | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 2 6           | 1 6           | 1 0                     |
| 14½        | Wolverhampton   | 2 20         | 6 51      | 9 34       | 12 10 | 3 25        | 5 6        | 6 35       | ..   | 2 20                         | 8 5    | 12 10  | 3 25   | 4 0           | 3 6           | 3 0           | 2 0                     |
| 20         | Four Ashes      | ..           | 7 7       | ..         | ..    | ..          | 5 22       | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 5 0           | 3 6           | ..                      |
| 21½        | Spread Eagle    | ..           | 7 13      | ..         | ..    | ..          | 5 28       | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 5 6           | 4 0           | ..                      |
| 24         | Penkridge       | ..           | 7 21      | ..         | 12 32 | ..          | 5 36       | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 5 6           | 4 0           | ..                      |
| 29½        | Stafford        | ..           | 7 37      | 10 4       | 12 42 | 3 51        | 5 52       | 7 1        | ..   | 2 46                         | 8 31   | 12 42  | 3 51   | 8 0           | 7 0           | 6 0           | 5 0                     |
| 35         | Norton Bridge   | ..           | 7 54      | 10 20      | ..    | ..          | 6 9        | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 8 0           | 6 6           | ..                      |
| 43½        | Whitmore        | 3 20         | 8 19      | 10 45      | 1 25  | 4 29        | 6 34       | 7 35       | ..   | 3 20                         | 9 1    | 1 20   | 4 29   | 12 6          | 11 6          | 11 0          | 8 0                     |
| 43         | Madeley         | ..           | 8 28      | ..         | ..    | ..          | 6 43       | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 11 6          | 8 6           | 6 0                     |
| 51½        | Basford         | ..           | 8 43      | ..         | ..    | ..          | 6 58       | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 13 0          | 9 6           | ..                      |
| 54         | Crewe           | 3 45         | 8 51      | 11 10      | 1 47  | 4 50        | 7 6        | 8 0        | ..   | 3 45                         | 9 26   | 1 45   | 4 50   | 15 6          | 14 6          | 13 6          | 10 6                    |
| 55½        | Minshull Vernon | ..           | 9 6       | ..         | ..    | ..          | 7 21       | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 15 0          | 11 0          | ..                      |
| 61½        | Winsford        | ..           | 9 14      | 11 30      | ..    | ..          | 7 29       | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 16 6          | 11 6          | ..                      |
| 65½        | Hartford        | 4 14         | 9 27      | 11 42      | 2 18  | 5 19        | 7 42       | 8 30       | ..   | 4 14                         | 9 53   | 2 13   | 5 19   | 19 0          | 17 6          | 15 6          | 12 6                    |
| 68½        | Acton           | ..           | 9 36      | ..         | ..    | ..          | 7 51       | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 17 0          | 12 6          | ..                      |
| 72½        | Preston Brook   | ..           | 9 49      | ..         | 2 35  | ..          | 8 4        | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 18 6          | 13 6          | ..                      |
| 75         | Moore           | ..           | 9 56      | ..         | ..    | ..          | 8 11       | ..         | ..   | ..                           | ..     | ..     | ..     | ..            | 19 0          | 14 0          | ..                      |
| 78         | Warrington      | 4 45         | 10 4      | 12 12      | 2 50  | 5 50        | 8 19       | ..         | ..   | 4 45                         | 10 24  | 2 43   | 5 50   | 22 6          | 21 0          | 19 6          | 14 6                    |
|            | Newton Junction | ..           | 10 22     | ..         | ..    | ..          | 8 37       | 9 0        | ..   | ..                           | ..     | ..     | ..     | ..            | 24 0          | 22 0          | 21 0                    |
| 97½        | Liverpool       | 5 45         | 11 15     | 1 20       | 3 45  | 6 45        | 9 30       | ..         | ..   | 5 45                         | 11 30  | 3 45   | 6 45   | 27 6          | 26 0          | 24 6          | 18 0                    |
|            | Chester         | 5 4          | 10 15     | ..         | 3 0   | 6 5         | ..         | 10 0       | ..   | 5 4                          | ..     | ..     | 6 5    | 22 0          | 20 0          | 19 0          | 14 0                    |
|            | Preston         | 6 20         | ..        | ..         | 5 15  | 7 20        | ..         | ..         | ..   | 6 20                         | ..     | ..     | 7 20   | 27 6          | 27 6          | ..            | ..                      |
|            | Lancaster       | 7 15         | ..        | ..         | 6 30  | 8 30        | ..         | ..         | ..   | 7 15                         | ..     | ..     | 8 30   | 33 6          | ..            | ..            | ..                      |

## CHESTER AND CREWE BRANCH—21 Miles in length.

\*From Chester, Mail 4½ a.m. joins 3½ a.m. train from Liverpool  
Mixed at 8 a.m. joins the 8½ a.m. train from Liverpool  
First class 11½ a.m. joins the 10½ a.m. train from Liverpool  
Mixed at 5 45 p.m. joins the 4½ p.m. up train, & 4½ p.m. down train.  
\*Mail 7 50 p.m. joins the 7 p.m. train from Liverpool.

From Crewe, Mail 4½ a.m. on arrival of 1½ a.m. tr. from Birmingham.  
Mixed 9 a.m. on arrival of 6 a.m. trains mixed, up and down.  
First class 2 p.m. on arrival of 11 30 a.m. tr. from Birmingham  
\*Mail 5 5 p.m. on arrival of the 2½ p.m. train from Birmingham  
7½ p.m. mixed. Mail trains only run on Sundays.

FARES. Chester to Crewe, 5s 6d—4s. Chester to Birmingham 22s—20s—19s—14s. Chester to Beeston 2s 6d—2s—1s 6d.  
Horses and carriages will not be conveyed by the trains marked thus \*.

From Chester to Manchester, without change of Carriage, at 8 and 11 30 a.m. & 5 45 p.m.  
Manchester to Chester at 7½, 11 15 a.m. and 5 30 p.m.

FARES. 1st class 10s., 2nd class 7s., and intermediate stations in proportion.

| Distances.<br>Mls. | Up Trains.<br><br>STATIONS.   | 2              | 6               | 8               | 8 50  | 1          | 4            | 5 20           | Sunday Trains.            |                     |                       |                       | FARES.                              |                                    |                                      |                              |                              |                              |                              |  |
|--------------------|-------------------------------|----------------|-----------------|-----------------|-------|------------|--------------|----------------|---------------------------|---------------------|-----------------------|-----------------------|-------------------------------------|------------------------------------|--------------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|--|
|                    |                               | a.m.           | a.m.            | a.m.            | a.m.  | p.m.       | p.m.         | a.m.           | Stop at 1st C. stns. only |                     |                       |                       | From Liverpool.                     |                                    |                                      |                              |                              |                              |                              |  |
|                    |                               | London<br>Mail | Third<br>Class. | First<br>Class. | Mail  | 1st Class. | 2nd<br>Class | London<br>Mail | 2<br>a.m.<br>Mail.        | 3 4<br>a.m.<br>Mxd. | 8 50<br>a.m.<br>Mail. | 5 20<br>p.m.<br>Mail. | By Rail<br>Carriages<br>& 4 inside. | By 6 ins.<br>car. with<br>M. train | By 6 ins.<br>car. with<br>other bus. | By 2nd<br>Class<br>carriages | By 3rd<br>Class<br>carriages | By 2nd<br>Class<br>carriages | By 3rd<br>Class<br>carriages |  |
|                    | Trains Leave                  |                |                 |                 |       |            |              |                |                           |                     |                       | s. d.                 | s. d.                               | s. d.                              | s. d.                                | s. d.                        | s. d.                        | s. d.                        | s. d.                        |  |
|                    | <b>Lancaster</b> .....        | 2 0            | ..              | ..              | 8 50  | ..         | ..           | 5 20           | 2 0                       | ..                  | 8 50                  | 5 20                  | ..                                  | ..                                 | ..                                   | ..                           | ..                           | ..                           | ..                           |  |
|                    | <b>Preston</b> .....          | 57             | ..              | ..              | 9 45  | ..         | ..           | 6 27           | 2 57                      | ..                  | 9 45                  | 6 27                  | ..                                  | ..                                 | ..                                   | ..                           | ..                           | ..                           | ..                           |  |
|                    | <b>Liverpool</b> .....        | 3 30           | 6 0             | 8 15            | 10 30 | 1 0        | 4 45         | 7 0            | 3 30                      | 8 15                | 10 30                 | 7 0                   | ..                                  | ..                                 | ..                                   | ..                           | ..                           | ..                           | ..                           |  |
| 143                | <b>Newton Junction*</b> ..... | ..             | 6 40            | ..              | ..    | 1 36       | 5 25         | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | ..                                   | ..                           | ..                           | ..                           | ..                           |  |
| 194                | <b>Warrington</b> .....       | 4 17           | 6 55            | 9 2             | 11 20 | 1 51       | 5 40         | 7 50           | 4 17                      | 9 2                 | 11 20                 | 7 50                  | 4 6                                 | 4 0                                | 3 6                                  | 3 0                          | 2 6                          | 2 6                          | 2 6                          |  |
| 226                | <b>Moore</b> .....            | ..             | 7 8             | ..              | ..    | ..         | 5 48         | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 5 0                                  | 4 0                          | ..                           | ..                           | ..                           |  |
| 25                 | <b>Preston Brook</b> .....    | ..             | 7 16            | 9 16            | ..    | ..         | 5 55         | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 5 0                                  | 4 0                          | ..                           | ..                           | ..                           |  |
| 294                | <b>Acton</b> .....            | ..             | 7 30            | ..              | ..    | ..         | 6 15         | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 6 6                                  | 5 6                          | ..                           | ..                           | ..                           |  |
| 312                | <b>Hartford</b> .....         | 4 53           | 7 40            | 9 39            | 11 56 | 2 27       | 6 25         | 8 23           | 4 53                      | 9 38                | 11 58                 | 8 23                  | 9 0                                 | 8 0                                | 7 0                                  | 6 0                          | 4 6                          | 4 6                          | 4 6                          |  |
| 363                | <b>Winsford</b> .....         | ..             | 7 56            | 9 50            | ..    | 2 38       | 6 41         | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 8 6                                  | 7 0                          | ..                           | ..                           | ..                           |  |
| 388                | <b>Minshull Vernon</b> .....  | ..             | 8 2             | ..              | ..    | ..         | 6 47         | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 9 0                                  | 7 6                          | ..                           | ..                           | ..                           |  |
| 434                | <b>Crewe</b> .....            | 5 24           | 8 23            | 10 12           | 12 30 | 3 0        | 7 8          | 8 54           | 5 24                      | 10 9                | 12 32                 | 8 54                  | 12 6                                | 11 6                               | 11 0                                 | 8 0                          | 6 6                          | 6 6                          | 6 6                          |  |
| 46                 | <b>Basford</b> .....          | ..             | 8 32            | ..              | ..    | ..         | 7 17         | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 11 6                                 | 8 6                          | ..                           | ..                           | ..                           |  |
| 514                | <b>Madeley</b> .....          | ..             | 8 52            | ..              | ..    | ..         | 7 37         | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 13 0                                 | 9 6                          | ..                           | ..                           | ..                           |  |
| 544                | <b>Whitmore</b> .....         | 6 5            | 9 5             | 10 52           | 1 15  | 3 40       | 7 50         | 9 35           | 6 5                       | 10 50               | 1 15                  | 9 35                  | 16 0                                | 14 6                               | 13 6                                 | 10 0                         | 8 6                          | 8 6                          | 8 6                          |  |
| 624                | <b>Norton Bridge</b> .....    | ..             | 9 25            | 11 9            | ..    | 3 58       | 8 10         | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 15 6                                 | 11 6                         | ..                           | ..                           | ..                           |  |
| 684                | <b>Stafford</b> .....         | 6 37           | 9 45            | 11 25           | 1 47  | 4 6        | 8 30         | 10 7           | 6 37                      | 11 22               | 1 47                  | 10 7                  | 20 0                                | 18 6                               | 17 0                                 | 12 6                         | 10 6                         | 10 6                         | 10 6                         |  |
| 724                | <b>Penkridge</b> .....        | ..             | 10 6            | ..              | 2 0   | ..         | 8 51         | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 18 6                                 | 13 6                         | ..                           | ..                           | ..                           |  |
| 76                 | <b>Spread Eagle</b> .....     | ..             | 10 15           | ..              | ..    | ..         | 9 0          | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 19 0                                 | 14 0                         | ..                           | ..                           | ..                           |  |
| 774                | <b>Four Ashes</b> .....       | ..             | 10 19           | ..              | ..    | ..         | 9 4          | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 19 6                                 | 14 6                         | ..                           | ..                           | ..                           |  |
| 83                 | <b>Wolverhampton</b> .....    | 7 18           | 10 36           | 12 6            | 2 34  | 4 57       | 9 21         | 10 48          | 7 18                      | 12 3                | 2 32                  | 10 48                 | 24 6                                | 22 6                               | 21 0                                 | 15 6                         | 11 6                         | 11 6                         | 11 6                         |  |
| 854                | <b>Willenhall</b> .....       | 7 28           | 10 50           | ..              | ..    | ..         | 9 35         | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 21 6                                 | 16 0                         | ..                           | ..                           | ..                           |  |
| 88                 | <b>Walsall</b> .....          | 7 30           | 10 59           | ..              | 2 42  | 5 5        | 9 44         | 10 55          | 7 25                      | ..                  | 2 40                  | 10 55                 | 25 6                                | 24 0                               | 22 0                                 | 15 6                         | 12 0                         | 12 0                         | 12 0                         |  |
| 903                | <b>Newton Road</b> .....      | ..             | 11 9            | ..              | ..    | ..         | 9 54         | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 23 0                                 | 17 0                         | ..                           | ..                           | ..                           |  |
| 944                | <b>Perry Bar</b> .....        | ..             | 11 19           | ..              | ..    | ..         | 10 4         | ..             | ..                        | ..                  | ..                    | ..                    | ..                                  | ..                                 | 23 6                                 | 17 6                         | ..                           | ..                           | ..                           |  |
| 974                | <b>Birmingham</b> .....       | 8 0            | 11 30           | 12 45           | 3 15  | 5 35       | 10 15        | 11 30          | 8 0                       | 12 45               | 3 15                  | 11 30                 | 27 6                                | 26 0                               | 24 6                                 | 18 0                         | 13 0                         | 13 0                         | 13 0                         |  |
|                    | <b>London</b> .....           | 1 30           | ..              | 6 0             | 9 0   | 11 0       | ..           | 5 30           | 1 30                      | 6 15                | 9 0                   | 5 30                  | 58 6                                | 54 6                               | ..                                   | ..                           | ..                           | ..                           | ..                           |  |

\* The Fares from Parkside are the same as from Newton Junction.

The 3½ a.m. train starts from the Station at Edge Hill, to which any passenger wishing to go by the train must proceed to take his place.  
Private Carriages and Horses cannot be taken by the 7 p.m. Mail Train.

Second Class Open Carriages are attached at Stafford to the 8 15, and 10 30 a.m., and 1 p.m. Up Trains.

Passengers booked through to London from Liverpool on week days,

At 8 15 a.m. arriving in London at 6 0 p.m.

10 30 " " 9 15 "

At 1 p.m. arriving in London at 11 15 p.m.

" " 5 30 a.m.

On Sundays, at 8 15 a.m., arriving in London at 6 0 p.m. At 7 p.m., arriving in London at 5 30 a.m.

**NOTICE.**—Passengers should be at the 1st class stations 5 minutes & at the 2nd class stations 10 minutes, before the time specified.

| Miles. | Stations.           | Week Days. |      |       |       |      |        |       | Sundays. |       |       | The stations for loading and unloading carriages and horses are Manchester, Stockport, Chelford, Holmes Chapel, Sandbach, and Crewe, and the principal stations on the Grand Junction line, where carriage trucks and horse boxes may be procured by giving one day's previous notice at the station where required. |
|--------|---------------------|------------|------|-------|-------|------|--------|-------|----------|-------|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|        |                     | 1          | 2    | 3     | 4     | 5    | 6      | 7     | 1        | 2     | 3     |                                                                                                                                                                                                                                                                                                                      |
|        | <b>From</b>         | p.m.       | a.m. | a.m.  | a.m.  | p.m. | a.m.   | a.m.  | p.m.     | a.m.  | a.m.  |                                                                                                                                                                                                                                                                                                                      |
|        | LONDON, depart.     | *8 45      | ..   | ..    | 6 0   | ..   | *10 10 | *11 0 | *8 30    | ..    | *9 45 |                                                                                                                                                                                                                                                                                                                      |
|        | BIRMINGHAM .....    | 1 45       | ..   | 6 0   | 11 30 | ..   | 2 45   | 4 15  | 1 45     | 7 30  | 2 45  |                                                                                                                                                                                                                                                                                                                      |
| 34     | Perry Bar .....     | ..         | ..   | 6 15  | ..    | ..   | ..     | 4 30  | ..       | ..    | ..    |                                                                                                                                                                                                                                                                                                                      |
| 63     | Newton Road .....   | ..         | ..   | 6 25  | ..    | ..   | ..     | 4 40  | ..       | ..    | ..    |                                                                                                                                                                                                                                                                                                                      |
| 94     | WALSALL .....       | ..         | ..   | 6 34  | 11 50 | ..   | ..     | 4 49  | ..       | ..    | ..    |                                                                                                                                                                                                                                                                                                                      |
| 12     | Willenhall .....    | ..         | ..   | 6 43  | ..    | ..   | ..     | 4 58  | ..       | ..    | ..    |                                                                                                                                                                                                                                                                                                                      |
| 144    | WOLVERHAMPTON ..... | 2 20       | ..   | 6 51  | 12 10 | ..   | 3 25   | 5 6   | 2 20     | 8 5   | 3 35  |                                                                                                                                                                                                                                                                                                                      |
| 20     | Four Ashes .....    | ..         | ..   | 7 7   | ..    | ..   | ..     | 5 22  | ..       | ..    | ..    |                                                                                                                                                                                                                                                                                                                      |
| 214    | Spread Eagle .....  | ..         | ..   | 7 13  | ..    | ..   | ..     | 5 28  | ..       | ..    | ..    |                                                                                                                                                                                                                                                                                                                      |
| 24     | Penkridge .....     | ..         | ..   | 7 21  | 12 32 | ..   | ..     | 5 36  | ..       | ..    | ..    |                                                                                                                                                                                                                                                                                                                      |
| 204    | STAFFORD .....      | 2 46       | ..   | 7 37  | 12 42 | ..   | 3 51   | 5 52  | 2 46     | 8 31  | 3 51  |                                                                                                                                                                                                                                                                                                                      |
| 35     | Norton Bridge ..... | ..         | ..   | 7 54  | ..    | ..   | ..     | 6 9   | ..       | ..    | ..    |                                                                                                                                                                                                                                                                                                                      |
| 431    | WHITMORE .....      | 3 20       | ..   | 8 19  | 1 25  | ..   | 4 29   | 6 34  | 3 20     | 9 1   | 4 29  |                                                                                                                                                                                                                                                                                                                      |
| 46     | Madeley .....       | ..         | ..   | 8 28  | ..    | ..   | ..     | 6 43  | ..       | ..    | ..    |                                                                                                                                                                                                                                                                                                                      |
| 514    | Basford .....       | ..         | ..   | 8 43  | ..    | ..   | ..     | 6 57  | ..       | ..    | ..    |                                                                                                                                                                                                                                                                                                                      |
|        | CHESTER, depart.    | ..         | ..   | 8 0   | 11 30 | ..   | ..     | 5 45  | ..       | ..    | ..    |                                                                                                                                                                                                                                                                                                                      |
| 51     | CREWE .....         | 4 0        | 7 30 | 9 0   | 2 0   | ..   | 5 0    | 7 10  | 4 0      | 9 30  | 5 0   |                                                                                                                                                                                                                                                                                                                      |
| 563    | SANDBACH .....      | 4 12       | 7 45 | 9 15  | 2 12  | ..   | 5 12   | 7 25  | 4 12     | 9 45  | 5 15  |                                                                                                                                                                                                                                                                                                                      |
| 624    | HOLMES CHAPEL ..... | 4 20       | 7 55 | 9 25  | 2 20  | ..   | 5 20   | 7 35  | 4 20     | 9 55  | 5 25  |                                                                                                                                                                                                                                                                                                                      |
| 68     | CHELFORD .....      | 4 32       | 8 10 | 9 40  | 2 32  | 3 25 | 5 32   | 7 50  | 4 32     | 10 10 | 5 49  |                                                                                                                                                                                                                                                                                                                      |
| 714    | Alderley .....      | ..         | 8 20 | 9 50  | ..    | 3 35 | ..     | 8 0   | ..       | 10 20 | 5 50  |                                                                                                                                                                                                                                                                                                                      |
| 73     | Wilmslow .....      | ..         | 8 25 | 9 55  | ..    | 3 40 | ..     | 8 5   | ..       | 10 25 | 5 55  |                                                                                                                                                                                                                                                                                                                      |
| 744    | Handforth .....     | ..         | 8 30 | 10 0  | ..    | 3 45 | ..     | 8 10  | ..       | 10 30 | 6 0   |                                                                                                                                                                                                                                                                                                                      |
| 794    | Cheadle .....       | ..         | 8 35 | 10 5  | ..    | 3 50 | ..     | 8 15  | ..       | 10 35 | 6 5   |                                                                                                                                                                                                                                                                                                                      |
| 794    | STOCKPORT .....     | 5 0        | 8 44 | 10 15 | 3 0   | 4 0  | 6 0    | 8 25  | 5 0      | 10 45 | 6 15  |                                                                                                                                                                                                                                                                                                                      |
| 82     | Levenshulme .....   | ..         | 8 52 | 10 22 | ..    | 4 7  | ..     | 8 32  | ..       | 10 52 | 6 22  |                                                                                                                                                                                                                                                                                                                      |
| 834    | Lightsight .....    | ..         | 8 55 | 10 25 | ..    | 4 10 | ..     | 8 35  | ..       | 10 55 | 6 25  |                                                                                                                                                                                                                                                                                                                      |
| 85     | MANCHESTER, ar.     | 5 15       | 9 0  | 10 30 | 3 15  | 4 15 | 6 15   | 8 40  | 5 15     | 11 0  | 6 30  |                                                                                                                                                                                                                                                                                                                      |

Passengers in private carriages, at second class fares.

Children above 2, and under 10 years of age, half-price.

### Fares From Birmingham.

| 4      | 1      | 2      | 3      |
|--------|--------|--------|--------|
| Inside | Class. | Class. | Class. |
| 0 19 6 | 0 15 6 | 12 6 0 | 8 6    |
| 1 0 0  | 0 16 0 | 13 0 0 | 9 6    |
| 1 1 6  | 0 17 6 | 14 0 0 | 10 6   |
| ..     | 0 18 6 | 14 6 0 | 10 6   |
| ..     | 0 19 0 | 15 0 0 | 10 6   |
| ..     | 0 19 6 | 15 0 0 | 10 6   |
| ..     | 1 0 0  | 15 6 0 | 11 6   |
| 1 4 6  | 1 1 6  | 16 0 0 | 11 6   |
| ..     | 1 3 0  | 17 0 0 | 12 0   |
| ..     | 1 3 0  | 17 0 0 | 12 0   |
| 1 5 0  | 1 3 0  | 17 0 0 | 12 0   |

### First Class passengers booked through to Manchester by the trains marked thus \*

No. 1, 1st class. No. 2, 1st and 2nd class from Crewe, and 3rd class from Sandbach and the intermediate Stations, to Manchester. No. 3, 1st and 2nd class from Birmingham and Chester, 3rd class from Sandbach and the intermediate Stations, to Manchester. No. 4, 1st class from Birmingham and Chester, and 2nd class from Sandbach, and intermediate 1st class Stations, passengers from Chester changing carriages at Crewe. No. 5, 1st, 2nd, and 3rd class from Chelford to Manchester, and the intermediate Stations. No. 6, 1st class from Birmingham. No. 7, 1st and 2nd class from Birmingham and Chester, and intermediate stations, and third class from Birmingham, and the principal Stations, on the Grand Junction line, and from Crewe and all intermediate stations to Manchester.

**Sundays.**—No. 1, 1st class. No. 2, 1st and 2nd class from Birmingham and the principal stations on the Grand Junction line, and 3rd class from Sandbach and the intermediate stations to Manchester. No. 3, 1st and 2nd class from Birmingham and the principal stations on the Grand Junction line, and 3rd class from Sandbach and the intermediate stations to Manchester.

| Miles. | Stations.                                      | Week Days. |       |       |       |      |       |       | Sundays.                     |       |       | Fares.   |            |            |            |
|--------|------------------------------------------------|------------|-------|-------|-------|------|-------|-------|------------------------------|-------|-------|----------|------------|------------|------------|
|        |                                                | 1          | 2     | 3     | 4     | 5    | 6     | 7     | 1                            | 2     | 3     | 4 Inside | 1st Class. | 2nd Class. | 3rd Class. |
|        | <b>From</b>                                    | a.m.       | a.m.  | a.m.  | a.m.  | p.m. | p.m.  | p.m.  | a.m.                         | a.m.  | p.m.  | s. d.    | s. d.      | s. d.      | s. d.      |
|        | MANCHESTER .....                               | *6 45      | 7 30  | *9 0  | *11 4 | 1 45 | 5 15  | *7 45 | 8 30                         | 11 15 | *7 45 | ..       | 5. d.      | s. d.      | s. d.      |
| 13     | Longsight .....                                | 6 50       | 7 35  | ..    | ..    | 1 50 | 5 23  | ..    | 8 35                         | ..    | ..    | ..       | 0 6        | 0 4        | 0 3        |
| 3      | Levenshulme .....                              | 6 53       | 7 38  | ..    | ..    | 1 53 | 5 27  | ..    | 8 38                         | ..    | ..    | ..       | 1 0        | 0 9        | 0 6        |
| 52     | STOCKPORT .....                                | 7 0        | 7 45  | 9 12  | 11 27 | 2 0  | 5 35  | 7 56  | 8 45                         | 11 27 | 7 56  | 3 6      | 1 3        | 1 0        | 0 8        |
| 84     | Cheadle .....                                  | 7 10       | 7 55  | ..    | ..    | 2 10 | 5 45  | ..    | 8 55                         | ..    | ..    | ..       | 1 6        | 1 0        | 0 9        |
| 104    | Handforth .....                                | 7 15       | 8 0   | ..    | ..    | 2 15 | 5 52  | ..    | 9 0                          | ..    | ..    | ..       | 2 6        | 1 6        | 1 0        |
| 12     | Wilmslow .....                                 | 7 20       | 8 5   | ..    | ..    | 2 20 | 5 58  | ..    | 9 5                          | ..    | ..    | ..       | 3 0        | 2 0        | 1 3        |
| 133    | Alderley .....                                 | 7 25       | 8 10  | ..    | 11 50 | 2 25 | 6 7   | ..    | 9 10                         | 11 50 | ..    | ..       | 3 0        | 2 0        | 1 3        |
| 17     | CHELFORD (Macclesfield & Knuts-<br>ford) ..... | 7 35       | 8 20  | 9 35  | 11 55 | 2 35 | 6 17  | 8 22  | 9 20                         | 11 55 | 8 22  | 5 6      | 3 9        | 2 6        | 1 9        |
| 22     | HOLMES CHAPEL .....                            | 7 50       | 8 35  | 9 45  | 12 7  | ..   | 6 35  | 8 35  | 9 35                         | 12 7  | 8 35  | 7 0      | 5 0        | 3 6        | 2 6        |
| 264    | SANDBACH .....                                 | 8 0        | 8 45  | 9 52  | 12 15 | ..   | 6 45  | 8 42  | 9 45                         | 12 15 | 8 42  | 9 0      | 7 0        | 4 6        | 3 6        |
| 31     | CREWE, arrival .....                           | 8 15       | 9 0   | 10 7  | 12 25 | ..   | 7 0   | 8 50  | 10 0                         | 12 27 | 8 50  | 10 0     | 8 0        | 5 6        | 4 0        |
|        | Ditto, departure .....                         | 8 23       | ..    | 10 12 | 12 30 | ..   | 7 8   | 8 54  | 10 9                         | 12 32 | 8 54  | ..       | ..         | ..         | ..         |
| 52     | CHESTER, arrival .....                         | ..         | 10 15 | ..    | *3 0  | ..   | 8 15  | ..    | ..                           | ..    | ..    | ..       | 10 0       | 7 0        | ..         |
| 334    | Basford .....                                  | 8 32       | ..    | ..    | ..    | ..   | 7 17  | ..    | ..                           | ..    | ..    | ..       | 9 6        | 6 6        | ..         |
| 39     | Madeley .....                                  | 8 52       | ..    | ..    | ..    | ..   | 7 37  | ..    | ..                           | ..    | ..    | ..       | 10 0       | 7 6        | ..         |
| 414    | WHITMORE .....                                 | 9 5        | ..    | 10 52 | 1 15  | ..   | 7 50  | 9 35  | 10 50                        | 1 15  | 9 35  | 13 6     | 11 0       | 8 0        | 5 6        |
| 50     | Norton Bridge .....                            | 9 25       | ..    | 11 9  | ..    | ..   | 8 10  | ..    | ..                           | ..    | ..    | ..       | 13 0       | 9 6        | ..         |
| 554    | STAFFORD .....                                 | 9 45       | ..    | 11 25 | 1 47  | ..   | 8 30  | 10 7  | 11 22                        | 1 47  | 10 7  | 17 6     | 14 6       | 11 0       | 7 0        |
| 61     | Penkridge .....                                | 10 6       | ..    | ..    | 2 0   | ..   | 8 51  | ..    | ..                           | ..    | ..    | ..       | 15 6       | 12 0       | ..         |
| 634    | Spread Eagle .....                             | 10 15      | ..    | ..    | ..    | ..   | 9 0   | ..    | ..                           | ..    | ..    | ..       | 16 6       | 12 6       | ..         |
| 65     | Four Ashes .....                               | 10 19      | ..    | ..    | ..    | ..   | 9 4   | ..    | ..                           | ..    | ..    | ..       | 16 6       | 13 0       | ..         |
| 704    | WOLVERHAMPTON .....                            | 10 36      | ..    | 12 6  | 2 34  | ..   | 9 21  | 10 48 | 12 3                         | 2 32  | 10 48 | 21 6     | 18 6       | 14 0       | 9 0        |
| 73     | Willenhall .....                               | 10 50      | ..    | ..    | ..    | ..   | 9 35  | ..    | ..                           | ..    | ..    | ..       | 19 0       | 14 6       | ..         |
| 754    | WALSALL .....                                  | 10 59      | ..    | ..    | 2 42  | ..   | 9 44  | 10 55 | ..                           | 2 40  | 10 55 | 23 0     | 19 6       | 15 6       | ..         |
| 784    | Newton Road .....                              | 11 9       | ..    | ..    | ..    | ..   | 9 54  | ..    | ..                           | ..    | ..    | ..       | 20 0       | 16 0       | ..         |
| 814    | Perry Bar .....                                | 11 19      | ..    | ..    | ..    | ..   | 10 4  | ..    | ..                           | ..    | ..    | ..       | 21 0       | 16 6       | ..         |
| 85     | BIRMINGHAM, ar. ....                           | 11 30      | ..    | 12 45 | 3 15  | ..   | 10 15 | 11 30 | 12 45                        | 3 15  | 11 30 | 25 0     | 23 0       | 17 0       | 12 0       |
| 1974   | LONDON, arrival .....                          | 5 45       | ..    | 6 0   | 9 0   | ..   | ..    | 5 30  | By Day (except 9 a.m. train) |       |       | 55 0     | 53 0       | ..         | ..         |
|        |                                                |            |       |       |       |      |       |       | By Night and 9 a.m. train    |       |       | 57 6     | ..         | ..         | ..         |

**First Class passengers booked through from Manchester to LONDON by the trains marked thus \***

No. 1, 1st and 2nd class to Birmingham and intermediate stations, 3rd class to all stations between Manchester and Crewe, and from all those stations to Birmingham and the first class stations on the Grand Junction line. No. 2, 1st and 2nd class to Chester (without change of Carriage,) and 3rd class to all stations between Manchester and Sandbach. No. 3, 1st class to Birmingham, and 2nd class to Stockport and Chelford. No. 4, 1st class to Birmingham and Chester, (Passengers for Chester changing Carriages at Crewe,) and 2nd class to Sandbach and intermediate 1st class stations. No. 5, 1st, 2nd, and 3rd class to Chelford and the intermediate stations. No. 6, 1st and second class to Birmingham and Chester, (without change of Carriage,) and 3rd class to all stations between Manchester and Sandbach. No. 7, 1st class. On Sundays.—No. 1, 1st and 2nd class to Birmingham and first class stations on Grand Junction line, and 3rd class to all stations between Manchester and Sandbach, Nos. 2 and 3, 1st and 2nd class to Birmingham and 1st class stations on the Grand Junction line, and 3rd class to the 1st class stations between Manchester & Sandbach.—Horses and Carriages not booked through.

(SEE OVER.)

**From Manchester to Chester.—52 Miles.**

Passengers and Parcels booked through. Week days—7 30 a.m., without change of carriage; 11 15 a.m., changing carriage at Crewe; and 5 15 p.m. without changing.

**From Chester to Manchester.**

At 8 a.m. and 5 45 p.m. first and second class, and 11 30 a.m. first class.

**RATES FROM  
MANCHESTER  
TO**

| Horses.                           |       |       | Carriages. |       | Excess<br>Lug. p. lb | Dogs<br>each. |       |
|-----------------------------------|-------|-------|------------|-------|----------------------|---------------|-------|
| 1 property<br>and in<br>same box. |       |       | 4          | 2     |                      | d.            | s. d. |
| 1                                 | 2     | 3     | whl.       | whl.  |                      |               |       |
| s. d.                             | s. d. | s. d. | s. d.      | s. d. | d.                   | s. d.         |       |
| ..                                | ..    | ..    | ..         | ..    | 0½                   | 0             | 6     |
| ..                                | ..    | ..    | ..         | ..    | ..                   | ..            | ..    |
| 4 6                               | 6 0   | 8 6   | 6 0        | 5 6   | ..                   | ..            | ..    |
| ..                                | ..    | ..    | ..         | ..    | ..                   | ..            | ..    |
| ..                                | ..    | ..    | ..         | ..    | ..                   | 0             | 9     |
| ..                                | ..    | ..    | ..         | ..    | ..                   | ..            | ..    |
| 8 6                               | 11 6  | 17 0  | 11 6       | 9 6   | ..                   | ..            | ..    |
| ..                                | ..    | ..    | ..         | ..    | 0½                   | ..            | ..    |
| 11 0                              | 14 6  | 21 6  | 14 6       | 12 0  | 1                    | 0             | 0     |
| ..                                | ..    | ..    | ..         | ..    | ..                   | ..            | ..    |
| 12 0                              | 16 0  | 23 6  | 16 0       | 13 0  | ..                   | ..            | ..    |
| 14 0                              | 18 6  | 27 6  | 18 6       | 15 0  | ..                   | ..            | ..    |
| 25 0                              | 40 0  | 50 0  | 35 0       | 25 0  | 0½                   | 1 6           | 0     |
| ..                                | ..    | ..    | ..         | ..    | 1                    | 2 0           | 0     |
| 23 0                              | 30 0  | 40 0  | 29 6       | 26 0  | ..                   | ..            | ..    |
| ..                                | ..    | ..    | ..         | ..    | ..                   | ..            | ..    |
| 28 0                              | 37 6  | 45 0  | 37 6       | 34 0  | ..                   | ..            | ..    |
| ..                                | ..    | ..    | ..         | ..    | ..                   | 3             | 0     |
| 35 0                              | 45 0  | 60 0  | 47 6       | 40 0  | ..                   | ..            | ..    |
| ..                                | ..    | ..    | ..         | ..    | ..                   | ..            | ..    |
| ..                                | ..    | ..    | ..         | ..    | ..                   | ..            | ..    |
| ..                                | ..    | ..    | ..         | ..    | ..                   | ..            | ..    |
| 40 0                              | 60 0  | 80 0  | 60 0       | 40 0  | ..                   | ..            | ..    |
| 90s.                              | 150s  | £101  | 135s       | 115s  | 2                    | 7             | 0     |

**Trains in conjunction with Coaches  
and Omnibuses to and from Maccles-  
field, Congleton, Knutsford, &c.**

|                      | From Man-<br>chester to<br>Macclesfield<br>(Chelford<br>Station.) | From<br>Macclesfield<br>by coach to<br>Chelford<br>Station. | From Man-<br>chester to<br>Knutsford.<br>(Chelford<br>Station.) | From<br>Knutsford<br>by omnibus<br>to Chelford<br>Station. | From Man-<br>chester to<br>Congleton.<br>(Holmes<br>Chapel Sta.) | From Con-<br>gleton, by<br>omnibus to<br>Holmes Cha-<br>pel Station. |
|----------------------|-------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------------|------------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------------------------------|
| <b>Week<br/>Days</b> | 7 30 a.m.                                                         | 7 15 a.m.                                                   | 6 45 a.m.                                                       | 9 0 a.m.                                                   | 9 0 a.m.                                                         | 8 25 a.m.                                                            |
|                      | 9 0 ..                                                            | 8 45 ..                                                     | 9 0 ..                                                          | 1 45 p.m.                                                  | 5 30 p.m.                                                        | 4 15 p.m.                                                            |
|                      | 11 15 ..                                                          | 10 45 ..                                                    | 1 50 p.m.                                                       | 4 40 ..                                                    | ....                                                             | ....                                                                 |
|                      | 5 50 p.m.                                                         | 2 30 p.m.                                                   | 5 30 ..                                                         | 7 10 ..                                                    | ....                                                             | ....                                                                 |
| <b>Sun-<br/>days</b> | 8 30 a.m.                                                         | 9 0 a.m.                                                    | 8 30 a.m.                                                       | 5 0 p.m.                                                   | ....                                                             | ....                                                                 |
|                      | 7 45 p.m.                                                         | 4 45 p.m.                                                   | ....                                                            | ....                                                       | ....                                                             | ....                                                                 |

**From Manchester to Stockport.**

At 7½, 8½, 9½, 10½, and 11½ a.m. 12½, 1½, 3½, 4½, 5½, 6½, 8½ p.m.

On Sundays, at 8, and 9½ a.m. 2½, 6, 7½, and 9 p.m.

**From Stockport to Manchester.**

At 8, 9, 10, 11, and 12 a.m.; 1, 3, 4, 5, 6, 7, and 9 p.m.

On Sundays, at 7½, and 9 a.m.; 1½, 5½, 7, and 8½ p.m.

These trains stop at Longsight, Levenshulme, and Heaton Norris, to take up and set down passengers when required.

To the Luggage Train leaving Manchester every night (Sundays excepted) about 11 o'clock, is attached a Second class carriage, by which passengers may be booked (from Manchester only) to Heaton Norris. Fare 1s.

**Preston to Liverpool, Manchester, or Wigan.**

Mixed 8 20, and first class 9 45 a.m.; second class 2 20, mixed 5, and 6 27 p.m. The last train being an accommodation only between Liverpool and Manchester, passengers must expect a delay of about three quarters of an hour at Parkside.

**Sunday Trains**—7 4 a.m., 4 45, and 6 27 p.m.

Fares from Preston to Liverpool, 7s 6d and 5s.

" " Manchester, 3s. and 2s.

**Liverpool to Wigan or Preston.**

Mixed 8 3, first class 11 a.m. second class 2 3, mixed 5 4, and 7 4 p.m.

**Sunday Trains**—7 4 a.m. 5 and 7 4 p.m.**Manchester to Wigan or Preston.**

Mixed 9, 1st class 11 4 a.m.; 2d class 2 3, mixed 5, & 7 4 p.m.

**Sunday Trains**—7 4 a.m.; 5 4 and 7 4 p.m.

Fares from Wigan to Liverpool, 5s and 3s 6d.

" " Manchester, 3s. and 2s.

**Preston to Bolton.**

8 20 a.m., 2 20 and 5 p.m.

**On Sundays**—7 4 a.m. and 4 45 p.m.

Fares.—First class, 3s; second class, 2s.

**Preston to Birmingham and London.**

In same car. 9 25 a.m. Fare to Lon. 57s. 6d. to Birming. 27s. 6d.

Ditto 6 27 p.m. ml. Ditto 60s. 0d. Ditto 27s. 6d.

Chang. car. 2 57 a.m. ml. Ditto 57s. 6d. Ditto 27s. 6d.

A mixed train to Birmingham only at 2 20, changing carriages at Newton Junction.

Fare.—First class, 26s 6d; second class, 19s 6d.

**On Sundays** the Mail only will run, namely, 2 57 a.m. & 6 27 p.m.

Parties going by the train that leaves Preston on Sundays at 7 15 a.m. will meet the Grand Junction train that leaves Liverpool at 8 15 a.m. at Newton Junction, and arrive in Birmingham in time for the 1 30 p.m. train to London.

**London to Preston.**

Changing carriages at 6 a.m.; in private carriages only at 8 25 a.m.;

in the same carriage 10 a.m. mail, and 8 4 p.m. mail.

**From Birmingham** in the same carriage at 1 3 a.m. and 2 3 p.m., changing carriages at 1 13 a.m.

† These trains will take private carriages and horse boxes, the others cannot do so.

**Lancaster to Preston, Liverpool, Manchester, & Bolton.**

2 30 a.m. .... mail train

7 0 " ..... mixed

8 50 " ..... first class

1 10 p.m. .... mixed

5 30 " ..... mail train

**Preston to Lancaster.**

6 20 a.m. .... mail train

10 50 " ..... mixed

12 50 p.m. .... first class

5 0 " ..... mixed

7 15 " ..... mail train

**Manchester to Lancaster.**

Liverpool-road station.

New Bailey-street station.

3 30 a.m. .... mail train

9 10 a.m. .... mixed

9 0 " ..... mixed

11 30 " ..... 1st class

11 15 " ..... first class

3 30 p.m. .... mixed

2 45 p.m. .... second class

5 40 " ..... mail

5 30 " ..... mail, mixed

In same carriage.

Changing carriages.

**Liverpool to Lancaster.**

3 15 a.m. (Edge-hill sta.) ml.tr.

2 30 p.m. .... second class

8 45 " ..... mixed

5 15 " ..... mixed

11 0 " ..... first class

Private carriages and horses will be taken by any of the above trains.

A Coach leaves Lancaster at 2 3 p.m. direct for Ambleside, Keswick, and the LAKES, and returns in time for the 1 o'clock train from Lancaster.

**Lancaster to London.**—In the same carriage at 8 50 a.m., and 5 30\* p.m. mail; changing carriages, 2 a.m. mail.

**London to Lancaster.**—In the same carriage at 10\* a.m. mail, and 8 4\* p.m. mail; changing carriages, 8 2 a.m.

**Lancaster to Birmingham.**—In the same car. 8 50 a.m., and 5 30\* p.m. mail; changing car. at 2 a.m. mail, and 1 10 p.m.

**Birmingham to Lancaster.**—In the same car. at 1 13\* a.m. mail, and 2 3 p.m. mail; changing carriages at 6 and 11 30 a.m.

The trains marked thus \* cannot take Private Carriages and Horses to or from Birmingham or London.

**ON SUNDAYS THE MAIL TRAINS ONLY WILL RUN.**

**FARES.**—To or from London, 1st class 63s 6d; night mail, 66s. To or from Birmingham, 33s 6d. To or from Liverpool, first class 18s. 6d, second class 9s. To or from Preston, 1st class, 5s 6d., second class 3s 6d., third class 2s 6d.

**Swift Packet Boats, in connexion with the Railway Trains, sail**

From Lancaster at 12 10 p.m. and 6 0 p.m.

From Kendal at 8 30 a.m. and 1 30 p.m.

The Packets from Lancaster will sail for Kendal on arrival of the Railway trains.

Breakfast and refreshment provided on board the Packet boats.

**FARE.**—Between Lancaster and Kendal, 1st Cabin 3s.; 2nd Cabin 2s.

The Packets are warmed in cold weather. An Omnibus between the Railway and Packet stations at Lancaster, free of charge.

| SUNDAYS.        |  |  |         |       |       |       |       |       |       |       |       | SUNDAYS       |  |  |       |         |       |         |       |       |       |       |       |
|-----------------|--|--|---------|-------|-------|-------|-------|-------|-------|-------|-------|---------------|--|--|-------|---------|-------|---------|-------|-------|-------|-------|-------|
| DOWN<br>TRAINS. |  |  | 1, 2, 3 | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2 | UP<br>TRAINS. |  |  | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2  | 1, 2  | 1 & 2 | 1 & 2 |
|                 |  |  | 3Cls    | Class | Class | 3Cls  | Class | Class | 3Cls  | Class | 3Cls  |               |  |  | 3Cls  | Class   | Class | 3Cls    | Class | 3Cls  | Class | 3Cls  | Class |
| Depart from     |  |  | a.m.    | a.m.  | a.m.  | a.m.  | p.m.  | p.m.  | a.m.  | a.m.  | p.m.  | Depart from   |  |  | a.m.  | a.m.    | a.m.  | a.m.    | p.m.  | p.m.  | a.m.  | a.m.  | p.m.  |
| London          |  |  | 6 0     | 9 15  | 11 0  | 5 0   | 9 0   | ..    | 8 0   | ..    | 9 0   | Manchester    |  |  | 6 45  | 10 50   | 1 20  | 4 45    | ..    | ..    | ..    | ..    | ..    |
| Birmingham      |  |  | 8 30    | ..    | 1 15  | 6 0   | ..    | ..    | ..    | ..    | ..    | Hull          |  |  | 6 20  | 10 30   | 1 25  | 4 55    | ..    | ..    | ..    | ..    | 4 55  |
| Coventry        |  |  | 9 12    | ..    | 2 0   | 6 45  | ..    | ..    | ..    | ..    | ..    | Darlington    |  |  | 6 15  | 9 15    | 12 15 | 3 47    | ..    | ..    | ..    | ..    | 3 47  |
| Rugby           |  |  | 6 45    | 9 45  | 12 45 | 2 50  | 8 30  | 12 15 | 7 30  | 12 0  | 6 0   | York          |  |  | 8 45  | 12 0    | 2 50  | 6 25    | ..    | 6 45  | ..    | ..    | 6 25  |
| Ullesthorpe     |  |  | 7 5     | 10 0  | 1 5   | 8 50  | 12 30 | 7 50  | 12 15 | 6 20  | 12 30 | Leeds         |  |  | 6 50  | 9 30    | 12 45 | 4 0     | 7 9   | ..    | 7 30  | ..    | 7 9   |
| Broughton       |  |  | 7 15    | 10 8  | ..    | 3 15  | ..    | ..    | ..    | 6 30  | ..    | Sheffield     |  |  | 8 10  | 10 40   | 2 0   | 5 25    | 8 20  | ..    | 8 50  | ..    | 8 20  |
| Wigston         |  |  | 7 25    | ..    | ..    | 3 25  | ..    | ..    | 8 12  | ..    | 6 42  | Derby         |  |  | 8 30  | 10 40   | 1 15  | 4 40    | 8 0   | 10 49 | 6 45  | 12 15 | 7 0   |
| Leicester       |  |  | 7 45    | 10 40 | 1 40  | 3 45  | 9 20  | 1 58  | 8 30  | 12 50 | 7 0   | Borrowash     |  |  | 8 40  | ..      | ..    | ..      | 8 10  | ..    | 6 56  | ..    | 7 10  |
| Syston          |  |  | 7 58    | 10 50 | 1 55  | 3 55  | 9 30  | 1 10  | 8 45  | 1 57  | 15 15 | Sawley        |  |  | 8 50  | ..      | ..    | ..      | 8 20  | ..    | 7 3   | ..    | 7 20  |
| Sileby          |  |  | 8 6     | 11 0  | ..    | 4 3   | ..    | ..    | 8 54  | ..    | 7 24  | Nottingham    |  |  | 8 30  | 10 40   | 1 15  | 4 40    | 8 0   | 9 40  | 6 45  | 12 15 | 7 0   |
| Barrow          |  |  | 8 13    | ..    | ..    | 4 9   | ..    | ..    | 9 2   | ..    | 7 32  | Beeston       |  |  | 8 40  | ..      | ..    | ..      | 8 10  | ..    | 6 51  | ..    | 7 10  |
| Loughboro'      |  |  | 8 20    | 11 15 | 2 13  | 4 22  | 9 50  | 1 35  | 9 10  | 1 25  | 7 40  | Long Eaton    |  |  | 8 50  | ..      | ..    | ..      | 8 20  | ..    | 7 0   | ..    | 7 20  |
| Kegworth        |  |  | 8 32    | 11 25 | 2 25  | 4 35  | 10 0  | ..    | 9 22  | 1 40  | 7 52  | Kegworth      |  |  | 9 5   | 11 10   | 1 48  | 5 10    | 8 35  | ..    | 7 25  | 12 45 | 7 35  |
| Long Eaton      |  |  | 8 58    | 11 35 | ..    | 5 10  | ..    | ..    | 9 45  | ..    | 8 15  | Loughboro'    |  |  | 9 17  | 11 25   | 2 0   | 5 25    | 8 47  | 11 25 | 7 39  | 1 0   | 7 47  |
| Beeston         |  |  | 9 7     | 11 43 | ..    | 5 20  | ..    | ..    | 9 53  | ..    | 8 23  | Barrow        |  |  | 9 28  | ..      | ..    | ..      | 8 58  | ..    | 7 49  | ..    | 7 58  |
| Arrive at       |  |  | 9 15    | 12 0  | 3 0   | 5 30  | 10 40 | 6 55  | 10 0  | 2 15  | 8 30  | Sileby        |  |  | 9 35  | 11 33   | ..    | 5 33    | 9 5   | ..    | 7 55  | ..    | 8 5   |
| Nottingham      |  |  | 9 15    | 12 0  | 3 0   | 5 30  | 10 40 | 6 55  | 10 0  | 2 15  | 8 30  | Syston        |  |  | 9 43  | 11 40   | 2 20  | 5 40    | 9 15  | 11 40 | 8 5   | 1 20  | 8 15  |
| Sawley          |  |  | 8 45    | ..    | ..    | 4 50  | ..    | ..    | 9 40  | ..    | 8 10  | Leicester     |  |  | 7 30  | 10 0    | 12 0  | 2 40    | 6 0   | 9 30  | 12 0  | 8 30  | 1 40  |
| Borrowash       |  |  | 8 55    | ..    | ..    | 4 58  | ..    | ..    | 9 50  | ..    | 8 20  | Wigston       |  |  | ..    | 10 10   | ..    | ..      | 6 10  | ..    | 8 40  | ..    | 8 40  |
| Derby           |  |  | 9 10    | 12 10 | 3 0   | 5 30  | 10 40 | 2 24  | 10 0  | 2 15  | 8 30  | Broughton     |  |  | ..    | 10 25   | ..    | ..      | 6 55  | ..    | 8 55  | ..    | 8 55  |
| Sheffield       |  |  | 11 30   | 2 45  | 5 30  | 8 30  | ..    | 5 0   | ..    | 5 30  | ..    | Ullesthorpe   |  |  | 7 55  | 10 40   | 12 30 | 3 15    | 6 40  | ..    | 12 25 | 9 10  | 2 10  |
| Leeds           |  |  | 1 10    | 4 10  | 7 0   | 10 0  | ..    | 5 53  | ..    | 7 10  | ..    | Arrival at    |  |  | 8 15  | 11 0    | 1 0   | 3 40    | 7 0   | ..    | 1 0   | 9 30  | 2 30  |
| York            |  |  | 2 45    | 4 30  | 7 30  | ..    | ..    | 6 20  | ..    | 7 30  | ..    | Rugby         |  |  | 9 57  | 12 26   | 1 32  | 5 21    | 9 0   | ..    | ..    | ..    | ..    |
| Darlington      |  |  | 5 15    | 7 0   | ..    | ..    | ..    | 9 8   | ..    | ..    | 9 8   | Coventry      |  |  | 11 0  | 1 30    | 2 30  | 6 25    | 10 0  | ..    | 5 0   | 1 30  | 7 0   |
| Hull            |  |  | 4 0     | ..    | 9 15  | ..    | ..    | 8 20  | ..    | 9 15  | ..    | Birmingham    |  |  | 12 30 | 3 0     | 5 30  | 7 30    | 11 0  | ..    | ..    | ..    | ..    |
| Manchester      |  |  | 4 30    | 7 0   | 9 10  | ..    | ..    | 8 30  | ..    | 10 45 | ..    | London        |  |  | 12 30 | 3 0     | 5 30  | 7 30    | 11 0  | ..    | 5 0   | 1 30  | 7 0   |

FARES. Nottingham to Leicester, 6s. 6d. and 4s. 6d.; Derby to Leicester, 7s. and 5s.; Nottingham to Loughborough, 4s. and 2s. 6d.

| NOTTINGHAM TO DERBY. |  |  |  |  |  |  |  |  |  |  |  | SUNDAYS. |  |  |  |  |  | DERBY TO NOTTINGHAM. |  |  |  |  |  |  |  |  |  |  |  | SUNDAYS. |  |  |  |  |  | Nos. 1, 2, & 3 from Nottingham meet trains at Derby for Chesterfield, Sheffield, Barnsley, Leeds, York, Darlington and Manchester. |
|----------------------|--|--|--|--|--|--|--|--|--|--|--|----------|--|--|--|--|--|----------------------|--|--|--|--|--|--|--|--|--|--|--|----------|--|--|--|--|--|------------------------------------------------------------------------------------------------------------------------------------|
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |
|                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |                                                                                                                                    |

| Mls. | UP TRAINS.          |       | Derby to Birmingham and London. |      |      |       |       | Sundays. |       |      | DOWN TRNS.          |       | London & Birmingham to Derby. |       |       |      |      |       | Sundays. |      |      |
|------|---------------------|-------|---------------------------------|------|------|-------|-------|----------|-------|------|---------------------|-------|-------------------------------|-------|-------|------|------|-------|----------|------|------|
|      | STATIONS.           |       | 1                               | 2    | 3    | 4     | 5     | 6        | 7     | 8    | STATIONS.           |       | 1                             | 2     | 3     | 4    | 5    | 6     | 7        | 8    | 9    |
|      | Departure from      |       | a.m.                            | a.m. | p.m. | p.m.  | p.m.  | a.m.     | p.m.  | p.m. | Departure from      |       | a.m.                          | a.m.  | a.m.  | a.m. | a.m. | p.m.  | a.m.     | a.m. | p.m. |
| 64   | DERBY.....          | 8 20  | 11 45                           | 1 45 | 4 30 | 11 15 | 8 30  | 7 30     | 11 15 |      | LONDON.....         | ..    | ..                            | 6 0   | 8 8   | 11 0 | 1 0  | ..    | ..       | 9 45 |      |
|      | Willington .....    | 8 30  | ..                              | 1 55 | 4 40 | ..    | 8 40  | 7 40     | ..    |      | COVENTRY ..         | ..    | ..                            | 9 57  | 12 52 | 3 12 | 5 21 | ..    | ..       | 1 34 |      |
| 11   | BURTON.....         | 8 40  | 12 52                           | 5 2  | 4 50 | 11 38 | 8 50  | 7 50     | 11 38 |      | HAMPTON.....        | ..    | ..                            | 10 30 | 1 21  | 4 0  | 5 6  | ..    | ..       | ..   |      |
| 15   | Barton & Walton ..  | 8 50  | 12 15                           | 2 15 | 5 0  | ..    | 9 0   | 8 0      | ..    |      | Coleshill, arrival. | ..    | ..                            | 10 40 | 1 3   | 4 10 | 5 10 | ..    | ..       | ..   |      |
| 173  | Oakley & Alrewas .. | 9 0   | 12 25                           | ..   | 5 10 | ..    | 9 10  | 8 10     | ..    |      | BIRMINGHAM          | 12 30 | 7 25                          | 10 50 | 1 15  | 4 0  | 6 0  | 12 30 | 8 30     | 7 30 |      |
| 24   | TAMWORTH.....       | 9 15  | 12 45                           | 2 45 | 5 25 | 12 15 | 9 25  | 8 25     | 12 15 |      | Castle Bromwich     | ..    | 7 34                          | ..    | 1 24  | ..   | 5 9  | ..    | ..       | ..   |      |
| 253  | WILNCOTE & FAZLY    | 9 22  | ..                              | 2 49 | 5 32 | ..    | 9 34  | 8 34     | ..    |      | Water Orton....     | ..    | 7 39                          | ..    | ..    | ..   | 5 14 | ..    | 8 43     | 7 4  |      |
| 293  | Kingsbury.....      | 9 30  | ..                              | ..   | 5 40 | ..    | 9 45  | 8 45     | ..    |      | Forge Mills.....    | ..    | 7 43                          | ..    | ..    | 4 16 | 5 18 | ..    | 8 48     | 7 46 |      |
| 314  | Whitacre Junc..     | 9 35  | 1 0                             | 3 0  | 5 45 | ..    | 9 55  | 8 55     | ..    |      | Whitacre Junc..     | ..    | 7 48                          | 10 50 | 1 35  | 4 20 | 5 23 | ..    | 8 53     | 7 53 |      |
| 33   | Forge Mills.....    | 9 42  | 1 5                             | 3 5  | 5 52 | ..    | 10 0  | 9 0      | ..    |      | Kingsbury.....      | ..    | 7 55                          | ..    | ..    | ..   | 5 30 | ..    | 9 0      | 8 0  |      |
| 344  | Water Orton.....    | 9 47  | ..                              | ..   | 5 57 | ..    | 10 6  | 9 6      | ..    |      | WILNCOTE & FAZLY    | ..    | 8 5                           | ..    | ..    | ..   | 5 40 | ..    | 9 10     | 8 10 |      |
| 373  | Castle Bromwich     | 9 57  | ..                              | 3 20 | 6 7  | ..    | 10 10 | 9 10     | ..    |      | TAMWORTH.....       | 1 18  | 8 10                          | 11 10 | 1 55  | 4 40 | 6 45 | 1 18  | 9 15     | 8 15 |      |
| 414  | BIRMINGHAM          | 10 10 | 1 30                            | 3 30 | 6 20 | 1 0   | 10 20 | 9 20     | 1 0   |      | Oakley & Alrewas    | ..    | 8 25                          | 11 25 | 2 10  | 4 55 | 7 0  | ..    | 9 30     | 8 30 |      |
| 334  | Coleshill.....      | 9 40  | 1 5                             | ..   | ..   | ..    | ..    | ..       | ..    |      | Barton & Walton     | ..    | 8 35                          | 11 35 | 2 20  | 7 10 | ..   | ..    | 9 40     | 8 40 |      |
| 384  | HAMPTON.....        | 9 55  | 1 20                            | 3 20 | 6 5  | ..    | ..    | ..       | ..    |      | BURTON.....         | 1 50  | 8 45                          | 11 45 | 2 30  | 5 15 | 7 20 | 1 50  | 9 50     | 8 50 |      |
| 474  | COVENTRY.....       | 10 47 | 2 4                             | 4 47 | 6 45 | ..    | 2 17  | 12 17    | ..    |      | Willington.....     | ..    | 8 58                          | 11 58 | ..    | 5 28 | 7 33 | ..    | 10 3     | 9 3  |      |
| 1413 | LONDON.....         | 3 0   | 5 45                            | 9 0  | 11 0 | ..    | 7 0   | 5 0      | ..    |      | DERBY, Arr. at      | 2 15  | 9 15                          | 12 15 | 3 0   | 5 45 | 7 50 | 2 15  | 102      | 9 20 |      |

## FARES, FROM BIRMINGHAM

| TO             | 1 Cls. 2 Cls. 3 Cls. |       |       | TO              | 1 Cls. 2 Cls. 3 Cls. |       |       |
|----------------|----------------------|-------|-------|-----------------|----------------------|-------|-------|
|                | s. d.                | s. d. | s. d. |                 | s. d.                | s. d. | s. d. |
| Nottingham ..  | 14 6                 | 10 6  | —     | Tamworth....    | 4 0                  | 3 0   | 2 0   |
| Leeds.....     | 31 0                 | 22 0  | —     | Barton & Walton | 7 0                  | 5 0   | 4 0   |
| York.....      | 35 6                 | 25 6  | —     | Burton.....     | 7 6                  | 5 6   | 4 6   |
| Hull.....      | 38 6                 | 28 6  | —     | Derby.....      | 11 0                 | 8 0   | 6 0   |
| Darlington.... | 48 6                 | 34 6  | —     | Sheffield....   | 23 0                 | 16 0  | —     |

## FARES, FROM DERBY

| TO              | 1 Cls. 2 Cls. 3 Cls. |       |       | TO             | 1 Cls. 2 Cls. 3 Cls. |       |       |
|-----------------|----------------------|-------|-------|----------------|----------------------|-------|-------|
|                 | s. d.                | s. d. | s. d. |                | s. d.                | s. d. | s. d. |
| Burton.....     | 3 0                  | 2 0   | 1 6   | Birmingham..   | 11 0                 | 8 0   | 6 0   |
| Barton & Walton | 4 0                  | 3 0   | 2 0   | London.....    | 35 0                 | 23 0  | —     |
| Tamworth.....   | 6 6                  | 5 0   | 4 0   | Liverpool..... | 38 0                 | 26 0  | —     |
| Kingsbury....   | 7 6                  | 5 6   | 4 0   | Manchester.... | 34 0                 | 25 0  | 18 0  |
| Hampton.....    | 8 0                  | 6 0   | 4 6   | Gloucester.... | 25 0                 | 18 6  | 11 6  |

Between Birmingham and Derby.—Private Carriages, 41 s. each; with two wheels (when two carriages are placed on one truck), 18s. each. One Horse 18s.; every additional Horse, 13s. Dogs 2s. each; if under 30 miles, half-price. Carriages and Horses under 15 miles, half-price. Between 15 and 30 mile two-thirds. Exceeding 30 miles, the whole fare. Passengers in or on Private Carriages, pay Second Class fares. Children under 10 years of age, half-price.

Between London and Derby.—Private Carriages, 43 15s. each. One Horse, 42 9s.; two Horses, 44 7s.; three Horses, 45 15s. Dogs 5s. each.

1st and 2nd class carriages with all the trains; third class carriages with Nos. 2, 6, 8, and 9 down, and 1, 2, 4, 6, and 7, up trains.

No. 1 up train is in connexion with one from Nottingham at 7 20 a.m.; No. 2 up train with one from Leeds at 7 a.m.; No. 3 up train with one from Darlington at 6 15 a.m.; No. 4 with one at 9 15 a.m. and No. 5 with one at 3 47 p.m.

The 12 30 and 7½ a.m. from Birmingham, and 6 a.m. from London, are continued through to Nottingham, Sheffield, Leeds, York, Hull, and Darlington; those at 8 & 8½ to Hull; that at 11 a.m. from London, to Leeds; and that at 1 p.m. from London, to Leicester.

The carriages for London are detached from the Birmingham train at the Whitacre Junction, and proceed thence direct to London by Hampton.

1st and 2nd class carriages from Derby to London with Nos. 1, 2, and 4. 1st class only with train No. 3.



| Distance | UP TRAINS.          |      |       |       |       |       |       |       |      |       | Fares.    |           |           |  |  |
|----------|---------------------|------|-------|-------|-------|-------|-------|-------|------|-------|-----------|-----------|-----------|--|--|
|          | Leeds to Derby.     |      |       |       |       |       |       |       |      |       | LEEDS TO  |           |           |  |  |
|          | STATIONS.           | 1    | 2     | 3     | 4     | 5     | 6     | 7     | 8    | 9     | 1st Class | 2nd Class | 3rd Class |  |  |
|          | Departure from      | a.m. | a.m.  | a.m.  | a.m.  | p.m.  | mail. | a.m.  | p.m. | mail. |           |           |           |  |  |
|          | DARLINGTON ..       | ..   | ..    | 6 15  | 9 15  | 12 15 | 3 47  | ..    | ..   | 3 47  |           |           |           |  |  |
|          | HULL .....          | ..   | ..    | 6 20  | 10 30 | 1 25  | 4 55  | ..    | ..   | 4 55  |           |           |           |  |  |
|          | YORK .....          | ..   | ..    | 8 45  | 12 0  | 2 50  | 6 25  | 6 45  | ..   | 6 25  |           |           |           |  |  |
|          | LIVERPOOL ..        | ..   | ..    | ..    | 8 45  | 11 0  | 2 0   | ..    | ..   | ..    |           |           |           |  |  |
|          | MANCHESTER ..       | ..   | ..    | 6 45  | 10 50 | 1 20  | 4 45  | ..    | ..   | ..    |           |           |           |  |  |
| Mls.     | LEEDS               | a.m. | a.m.  | a.m.  | p.m.  | p.m.  | p.m.  | a.m.  | p.m. | p.m.  |           |           |           |  |  |
| 5        | Woodlesford Arrival | ..   | 6 50  | 9 30  | 12 52 | 4 0   | 7 9   | 7 30  | 3 0  | 7 9   |           |           |           |  |  |
| 6        | Methley .....       | ..   | 7 5   | 9 40  | 12 55 | 4 14  | ..    | 7 40  | 3 13 | ..    |           |           |           |  |  |
| 9        | NORMANTON ..        | ..   | 7 18  | 9 54  | 1 8   | 4 29  | 7 30  | 7 55  | 3 29 | 7 30  |           |           |           |  |  |
| 12       | OAKENSHAW ..        | ..   | 7 38  | 10 14 | 1 28  | 4 48  | 7 50  | 8 15  | 3 48 | 7 50  |           |           |           |  |  |
| 16       | Royston and Notton  | ..   | 7 50  | ..    | ..    | 5 0   | ..    | 8 25  | 4 0  | ..    |           |           |           |  |  |
| 19       | BARNESLEY ..        | ..   | 7 55  | 10 30 | 1 45  | 5 10  | 8 7   | 8 35  | 4 10 | 8 5   |           |           |           |  |  |
| 24       | Darfield .....      | ..   | 8 5   | ..    | ..    | 5 20  | ..    | 8 45  | 4 22 | ..    |           |           |           |  |  |
| 26       | Wath .....          | ..   | 8 10  | ..    | ..    | 5 28  | ..    | 8 50  | 4 28 | ..    |           |           |           |  |  |
| 28       | Swinton .....       | ..   | 8 15  | 10 48 | 2 6   | 5 35  | 8 22  | 8 56  | 4 36 | 8 22  |           |           |           |  |  |
| 33       | MASBRO' .....       | 7 0  | 8 30  | 11 0  | 2 19  | 5 48  | 8 36  | 9 10  | 4 48 | 8 36  |           |           |           |  |  |
| 38       | SHEFFIELD ..        | ..   | 8 50  | 11 30 | 2 45  | 6 20  | 9 0   | 9 40  | 5 20 | 9 0   |           |           |           |  |  |
|          | Departure .....     | 6 40 | 8 10  | 10 40 | 2 0   | 5 28  | 8 20  | 8 50  | 4 20 | 8 20  |           |           |           |  |  |
| 37       | Woodhouse Mill ..   | 7 30 | 8 52  | ..    | ..    | 6 5   | ..    | 9 25  | 5 8  | ..    |           |           |           |  |  |
| 42       | Eckington .....     | 7 45 | 9 5   | 11 30 | 2 50  | 6 16  | ..    | 9 42  | 5 22 | ..    |           |           |           |  |  |
| 45       | Staveley .....      | 7 50 | ..    | ..    | ..    | 6 26  | ..    | 9 51  | 5 30 | ..    |           |           |           |  |  |
| 48       | CHESTERFIELD ..     | 7 56 | 9 25  | 11 46 | 3 8   | 6 34  | 9 15  | 10 4  | 5 43 | 9 15  |           |           |           |  |  |
| 52       | Clay Cross .....    | 8 6  | ..    | ..    | ..    | 6 46  | ..    | 10 16 | 5 56 | ..    |           |           |           |  |  |
| 55       | Stretton .....      | 8 15 | ..    | ..    | ..    | 6 55  | ..    | 10 25 | 6 5  | ..    |           |           |           |  |  |
| 59       | Wingfield .....     | 8 25 | 9 47  | ..    | 3 34  | 7 4   | ..    | 10 34 | 6 15 | ..    |           |           |           |  |  |
| 62       | Amber Gate .....    | 8 35 | 9 55  | 12 16 | 3 45  | 7 10  | ..    | 10 42 | 6 26 | ..    |           |           |           |  |  |
| 65       | Belper .....        | 8 45 | 10 5  | 12 24 | 3 54  | 7 18  | ..    | 10 50 | 6 35 | ..    |           |           |           |  |  |
| 67       | Duffield .....      | 8 52 | ..    | ..    | ..    | 7 25  | ..    | 10 56 | 6 42 | ..    |           |           |           |  |  |
| 73       | DERBY .....         | 9 10 | 10 30 | 12 45 | 4 15  | 7 50  | 10 18 | 11 15 | 7 0  | 10 18 |           |           |           |  |  |
| 114      | BIRMINGHAM ..       | p.m. | p.m.  | p.m.  | p.m.  | p.m.  | a.m.  | p.m.  | p.m. | a.m.  |           |           |           |  |  |
| 240      | LONDON .....        | ..   | 6 0   | 7 30  | 11 0  | ..    | 5 0   | 7 0   | ..   | 5 0   |           |           |           |  |  |

COACHES, &c.—Eckington station:—A Coach from & to Boston, Sleaford, Lincoln, Newark, Ollerton, Worksop, &c. meets Nos. 4 up and 4 down trains. Also, one from & to Worksop, Retford, &c. meets Nos. 3 up & down, and waits for Nos. 5 up and down trains. Passengers are booked through from Manchester to this station, being the most economical and expeditious route to Manchester, Leeds, York, and Sheffield.

Nos. 1, 3, 4, & 5 are in connexion at Derby with trs. to Nottingham; and Nos. 2, 3, 4, 5 and 6, with trains to Leicester and Loughborough.

#### Trains leave LEEDS

For Manchester and Liverpool, Dewsbury, Huddersfield, Halifax, Todmorden, Rochdale, &c. at 5 40, 7, 9, and 10 10 a.m. mail; 1, 3 45, 6 10, & 7 15 p.m. On Sundays at 7, 10 10 a.m., & 7 15 p.m.

Third class passengers will be conveyed from Leeds by the 6 50 a.m. train, arriving in London the same evening. Fare 25s. 6d.

First and second class carriages are attached to all the trains, and third class carriages to the 6 50 a.m., and 4 p.m. trains.

Carriage trucks and horse boxes are kept at all the principal stations; but to prevent disappointment it is recommended that notice be given the day previous to their being required.

Persons riding in their own carriages are charged second class fare.

Omnibuses meet trains at the principal stations.

## NEWCASTLE AND CARLISLE—60 Miles in length.

| Going West  |      |       |       |      |      |       |      |     |    |    | Sundays. |    | Fares. |              |      | Going East |       |       |      |       |      |    |    |    |        |             | Sundays. |  | Fares. |  |  |
|-------------|------|-------|-------|------|------|-------|------|-----|----|----|----------|----|--------|--------------|------|------------|-------|-------|------|-------|------|----|----|----|--------|-------------|----------|--|--------|--|--|
| Trains from | a.m. | a.m.  | p.m.  | p.m. | p.m. | a.m.  | p.m. | ..  | .. | .. | s.       | d. | s.d.   | Trains leave | a.m. | a.m.       | a.m.  | p.    | p.m. | a.m.  | p.m. | .. | .. | .. | 1 Cls. | 2 Cls.      |          |  |        |  |  |
| REDHEUGH    | 6 0  | *10   | 12    | 0    | 2 30 | 5 0   | 9 0  | 5 0 | .. | .. | ..       | .. | ..     | CARLISLE     | 5 30 | ..         | *9 30 | 1 30  | 5 30 | 9 0   | 5 0  | .. | .. | .. | ..     | s. d. s. d. |          |  |        |  |  |
| NEWCASTLE   | 6 15 | 10 15 | 12 15 | 2 45 | 5 15 | 9 15  | 5 15 | ..  | .. | .. | 1 0      | 0  | 6      | Milton       | 6 10 | ..         | 10 25 | 10 55 | 3 35 | 9 35  | 5 35 | .. | .. | .. | ..     | 2 0 1 0     |          |  |        |  |  |
| Blaydon     | 6 47 | 10 47 | 12 47 | 3 10 | 5 47 | 9 45  | 5 45 | ..  | .. | .. | 2 6      | 1  | 10     | Rose Hill    | 6 35 | ..         | 10 50 | 2 35  | 5 52 | 9 57  | 5 57 | .. | .. | .. | ..     | 3 3 2 6     |          |  |        |  |  |
| Stocksfield | 7 15 | 11 15 | 1 15  | 3 35 | 6 15 | 10 12 | 6 12 | ..  | .. | .. | 3 10     | 2  | 6      | Halfwhistle  | 6 54 | ..         | 11 9  | 2 54  | 6 5  | 10 15 | 6 15 | .. | .. | .. | ..     | 4 3 3 3     |          |  |        |  |  |
| Hexham      | 7 45 | 11 45 | 1 45  | 4 0  | 6 45 | 10 35 | 6 35 | ..  | .. | .. | 5 3      | 4  | 0      | Haydon Bdg.  | 7 15 | ..         | 11 30 | 3 15  | 6 30 | 10 40 | 6 40 | .. | .. | .. | ..     | 5 10 4 6    |          |  |        |  |  |
| Haydon Bdg. | 8 15 | 12 15 | ..    | 4 23 | 7 15 | 11 07 | 0 7  | ..  | .. | .. | 6 10     | 5  | 4      | Hexham       | 7 40 | 9 30       | 11 55 | 3 40  | 6 55 | 11 57 | 5 7  | .. | .. | .. | ..     | 7 3 5 8     |          |  |        |  |  |
| Halfwhistle | 8 30 | 12 30 | ..    | 4 40 | 7 30 | 11 18 | 7 18 | ..  | .. | .. | 8 0      | 6  | 0      | Stocksfield  | 8 8  | 9 55       | 12 23 | 4 8   | 7 15 | 11 30 | 7 30 | .. | .. | .. | ..     | 8 9 6 9     |          |  |        |  |  |
| Rose Hill   | 8 55 | 12 55 | ..    | 5 07 | 7 55 | 11 47 | 7 45 | ..  | .. | .. | 9 0      | 7  | 0      | Blaydon      | 8 45 | 10 30      | 1 0   | 4 45  | 7 45 | 12 0  | 8 0  | .. | .. | .. | ..     | 10 6 8 0    |          |  |        |  |  |
| Milton      | 9 30 | 1 00  | ..    | 5 30 | 8 30 | 12 15 | 8 15 | ..  | .. | .. | 11 0     | 8  | 6      | NEWCASTLE    | 9 0  | 10 45      | 1 15  | 0 8   | 0 8  | 12 15 | 8 15 | .. | .. | .. | ..     | 11 0 8 6    |          |  |        |  |  |
| CARLISLE    | 9 30 | 1 00  | ..    | 5 30 | 8 30 | 12 15 | 8 15 | ..  | .. | .. | 11 0     | 8  | 6      | REDHEUGH     | ..   | ..         | 1 15  | 0 8   | 0 8  | 12 15 | 8 15 | .. | .. | .. | ..     | 11 0 8 6    |          |  |        |  |  |

Passengers must be at the stations five minutes before the time stated in this table, as the doors will then be closed; horses and carriages, 15 minutes before that time. Passengers are particularly requested to address their luggage in full, as the company cannot be accountable for it.—The trains marked thus \* will start from and arrive at Redheugh at the same times as from and at Newcastle. Nos. 4 west, and 1 east are mail trains; and on Sundays, the 5 p.m. west, and 9 a.m. east are mails.

## YORK AND NORTH MIDLAND.—27 Miles in length.

| Departure from                             | Up Trains. |       |       |      |      |      |      | Down Trains. |      |       |       |      |      |          | Fares.   |  |
|--------------------------------------------|------------|-------|-------|------|------|------|------|--------------|------|-------|-------|------|------|----------|----------|--|
|                                            | 1          | 2     | 3     | 4    | 5    | 6    | 7    | 1            | 2    | 3     | 4     | 5    | 6    | 1st Cls. | 2nd Cls. |  |
| York to Leeds                              | a.m.       | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | a.m.         | a.m. | a.m.  | p.m.  | p.m. | p.m. | £ s. d.  | £ s. d.  |  |
| „ Selby & Hull                             | 7 45       | 8 45  | 12 0  | ..   | 2 50 | ..   | 6 35 | 5 10         | 7 35 | 10 0  | ..    | 1 15 | 3 06 | 25       |          |  |
| „ Manchester                               | 7 45       | 8 45  | 12 0  | ..   | 2 50 | 6 25 | 6 35 | 5 10         | 7 35 | 10 0  | ..    | 1 15 | 3 06 | 25       |          |  |
| „ Derby                                    | 7 45       | 8 45  | 12 0  | ..   | 2 50 | 6 25 | 6 35 | 5 10         | 7 35 | 10 0  | ..    | 1 15 | 3 06 | 25       |          |  |
| „ Birmingham                               | 7 45       | 8 45  | 12 0  | ..   | 2 50 | 6 25 | 6 35 | 5 10         | 7 35 | 10 0  | ..    | 1 15 | 3 06 | 25       |          |  |
| „ London                                   | 7 45       | 8 45  | 12 0  | ..   | 2 50 | 6 25 | 6 35 | 5 10         | 7 35 | 10 0  | ..    | 1 15 | 3 06 | 25       |          |  |
| Arrival at                                 |            |       |       |      |      |      |      |              |      |       |       |      |      |          |          |  |
| Bolton Percy                               | 8 09       | 0 12  | 15    | 1 40 | 3 56 | 40   | 6 50 | 5 20         | 8 00 | 10 25 | ..    | 1 40 | 3 25 | 6 50     |          |  |
| Sherburn                                   | 8 15       | 9 15  | 12 30 | 1 55 | 3 20 | 6 57 | 7 5  | 5 25         | 8 10 | 10 35 | 12 25 | 1 55 | 3 40 | 7 5      |          |  |
| Burton Salmon                              | 8 30       | 9 30  | 12 45 | ..   | 3 35 | 7 16 | 20   | 5 30         | 8 30 | 10 55 | 12 25 | 1 55 | 3 55 | 7 20     |          |  |
| CASTLEFORD                                 | 8 45       | 9 45  | 1 0   | ..   | 4 07 | 2 57 | 35   | 5 45         | 8 45 | 11 10 | 12 30 | 2 25 | 4 10 | 7 35     |          |  |
| SELBY                                      | 8 45       | 9 45  | 1 0   | ..   | 4 07 | 2 57 | 35   | 5 45         | 8 45 | 11 10 | 12 30 | 2 25 | 4 10 | 7 35     |          |  |
| NORMANTON                                  | 9 15       | 9 54  | 1 31  | ..   | 4 15 | 7 30 | ..   | 6 25         | 9 10 | 11 30 | 1 02  | 45   | 4 30 | 8 0      |          |  |
| LEEDS                                      | 9 15       | 10 15 | 1 30  | ..   | 4 20 | ..   | 8 5  | 6 25         | 9 10 | 11 30 | 1 02  | 45   | 4 30 | 8 0      |          |  |
| Hull                                       | 10 15      | 11 15 | ..    | 4 0  | ..   | ..   | 9 15 | 6 25         | 9 10 | 11 30 | 1 02  | 45   | 4 30 | 8 0      |          |  |
| Derby                                      | 12 45      | 4 15  | ..    | 7 50 | 103  | ..   | ..   | 6 25         | 9 10 | 11 30 | 1 02  | 45   | 4 30 | 8 0      |          |  |
| Manchester                                 | 12 0       | 1 52  | 4 39  | ..   | 7 0  | 10 0 | ..   | 6 25         | 9 10 | 11 30 | 1 02  | 45   | 4 30 | 8 0      |          |  |
| Birmingham                                 | 12 0       | 1 52  | 4 39  | ..   | 7 0  | 10 0 | ..   | 6 25         | 9 10 | 11 30 | 1 02  | 45   | 4 30 | 8 0      |          |  |
| London                                     | 12 0       | 1 52  | 4 39  | ..   | 7 0  | 10 0 | ..   | 6 25         | 9 10 | 11 30 | 1 02  | 45   | 4 30 | 8 0      |          |  |
| Sundays.—At 5 10 a.m. & 6 25 p.m. Leeds to |            |       |       |      |      |      |      |              |      |       |       |      |      |          |          |  |
| Rugby                                      |            |       |       |      |      |      |      |              |      |       |       |      |      |          |          |  |
| Hull                                       |            |       |       |      |      |      |      |              |      |       |       |      |      |          |          |  |
| Derby                                      |            |       |       |      |      |      |      |              |      |       |       |      |      |          |          |  |
| Nottingham                                 |            |       |       |      |      |      |      |              |      |       |       |      |      |          |          |  |
| Leicester                                  |            |       |       |      |      |      |      |              |      |       |       |      |      |          |          |  |
| Birmingham                                 |            |       |       |      |      |      |      |              |      |       |       |      |      |          |          |  |
| London                                     |            |       |       |      |      |      |      |              |      |       |       |      |      |          |          |  |

**Sundays.**—At 6 45 a.m. & 6 25 p.m. to Derby, London, & Manchester; 7 45 a.m. to Leeds & Manchester; and 6 35 p.m. to Leeds, Selby, and Hull.

**Sundays.**—At 5 10 a.m. & 6 25 p.m. Leeds to York, Selby, & Hull; 7 35 Leeds to York only. **Notice.**—Passengers, to ensure being booked at the intermediate Stations, should be there ten minutes earlier than the time stated.

**Fares.**  
1st Cls. 2nd Cls.  
£ s. d. £ s. d.  
From York to  
Leeds..... 6 0 0 4 6  
Selby..... 4 0 0 3 0  
Hull..... 9 0 0 7 0  
Wakefield... 8 6 0 6 0  
Cooper brdg. 0 12 0 0 0  
Elland..... 0 13 9 0 9 6  
Swinton..... 0 12 0 0 8 6  
Masbro'.... 0 13 6 0 9 6  
Manchester 1 2 0 0 4 6  
Sheffield... 1 4 0 0 10 6  
Chestfield 0 17 6 0 12 0  
Derby..... 1 4 6 0 17 6  
Nottingham 1 8 0 1 0 0  
Leicester... 1 11 6 1 2 6  
Rugby..... 1 17 6 1 6 0  
Birmingham 1 5 6 1 5 6  
London.... 2 19 6 2 1 0  
(Mail).... 3 2 0 2 4 6

| Miles | SOUTH TRAINS.                   | Newcastle to London |       |       |       |      |       | Miles | NORTH TRAINS.           | London to Newcastle. |      |       |       |       |       | Miles |
|-------|---------------------------------|---------------------|-------|-------|-------|------|-------|-------|-------------------------|----------------------|------|-------|-------|-------|-------|-------|
|       |                                 | 1                   | 2     | 3     | 4     | 5    | 6     |       |                         | 1                    | 2    | 3     | 4     | 5     | 6     |       |
|       | From Newcastle by Rail. & coach | a.m.                | a.m.  | a.m.  | a.m.  | p.m. | a.m.  |       | Depart from LONDON..... | a.m.                 | p.m. | a.m.  | a.m.  | a.m.  | p.m.  |       |
|       | Ditto by coach                  | ..                  | ..    | 8 0   | 11 0  | 2 0  |       |       | Birmingham....          | 12 30                | ..   | ..    | 7 25  | 10 30 | 12 30 |       |
|       | DARLINGTON                      | 4 15                | 9 15  | 12 15 | 3 47  | 6 30 | 3 47  |       | Leicester.....          | 1 5                  | ..   | ..    | 7 45  | ..    | 1 5   |       |
| 4     | Croft                           | 9 21                | 12 21 | 3 56  | 6 36  | 3 56 |       |       | Nottingham....          | ..                   | ..   | ..    | 7 20  | 10 40 | ..    |       |
| 9     | Cowton                          | 6 30                | 9 36  | 12 36 | 4 8   | 6 51 | 4 8   |       | DERBY.....              | 2 53                 | ..   | ..    | 9 30  | 12 45 | 2 53  |       |
| 15    | NORTHALLERTON                   | 6 48                | 9 56  | 12 56 | 4 26  | 7 11 | 4 26  |       | Sheffield.....          | ..                   | ..   | 7 0   | 10 45 | 2 0   | ..    |       |
| 19    | Otterington                     | ..                  | 10 6  | ..    | ..    | 7 21 | ..    |       | Normanton....           | 5 20                 | 9 11 | 1 10  | 3 14  | 5 20  | ..    |       |
| 23    | THIRSK                          | 7 8                 | 10 18 | 1 18  | 4 46  | 7 33 | 4 46  |       | Leeds.....              | ..                   | 7 35 | 10 0  | 1 15  | 3 0   | ..    |       |
| 27    | Sessay                          | 7 20                | 10 30 | 1 30  | ..    | 7 45 | ..    |       | Liverpool.....          | ..                   | ..   | ..    | 8 45  | ..    | ..    |       |
| 32    | Raskelf                         | 7 32                | 10 42 | 1 42  | ..    | 7 57 | ..    |       | Manchester....          | ..                   | ..   | 6 45  | 10 50 | ..    | ..    |       |
| 34    | ALNE                            | 7 36                | 10 48 | 1 48  | 5 14  | 8 3  | 5 14  |       | Sowerby Bridge          | ..                   | 6 45 | ..    | ..    | ..    | ..    |       |
| 35    | Tollerton                       | 7 40                | 10 52 | ..    | ..    | 8 8  | ..    |       | Hull.....               | ..                   | 6 20 | ..    | 10 30 | 1 25  | ..    |       |
| 39    | Shipton                         | 7 51                | 11 5  | 2 5   | ..    | 8 20 | ..    |       | YORK.....               | 5 0                  | 7 5  | 10 0  | 12 0  | 3 0   | 5 0   | 7 5   |
| 45    | YORK, Arrival..                 | 8 15                | 11 30 | 2 30  | 5 53  | 8 45 | 5 53  | 6     | Shipton.....            | 5 17                 | ..   | 10 15 | 12 15 | 3 15  | 5 12  | ..    |
| 92    | Hull                            | 1 10                | 4 0   | ..    | 9 15  | ..   | 9 15  | 10    | Tollerton....           | 5 31                 | ..   | 10 27 | 12 27 | 3 27  | 5 22  | ..    |
| 120   | Manchester                      | 12 52               | 4 30  | 7 0   | 10 0  | ..   | 10 45 | 11    | ALNE.....               | 5 36                 | 7 34 | 10 32 | 12 32 | 3 32  | 5 26  | 7 34  |
| 151   | Liverpool                       | 3 15                | ..    | 8 30  | ..    | ..   | ..    | 13    | Raskelf.....            | 5 44                 | ..   | 10 37 | 12 37 | 3 37  | 5 30  | ..    |
| 175   | Leeds                           | 10 30               | 1 30  | 4 30  | 8 0   | ..   | 7 30  | 15    | Sessay.....             | 5 57                 | ..   | 10 50 | 12 50 | 3 50  | 5 42  | ..    |
| 169   | Normanton                       | 9 55                | 1 10  | 4 10  | 7 29  | ..   | 7 29  | 22    | THIRSK.....             | 6 19                 | 8 2  | 11 3  | 1 3   | 4 3   | 5 54  | 8 2   |
| 181   | Eckington                       | ..                  | 2 52  | ..    | ..    | ..   | ..    | 26    | Otterington..           | 6 24                 | ..   | 11 15 | 1 15  | 4 15  | 6 5   | ..    |
| 197   | Sheffield                       | 11 30               | 2 45  | 6 20  | 9 0   | ..   | 9 0   | 30    | NORTHALLERTON           | 6 36                 | 8 23 | 11 26 | 1 26  | 4 26  | 6 15  | 8 23  |
| 181   | DERBY                           | 12 45               | 4 15  | 7 50  | 10 18 | ..   | 10 18 | 37    | Cowton.....             | 7 0                  | 8 42 | 11 47 | 1 47  | 4 47  | 6 34  | 8 42  |
| 147   | Nottingham                      | 2 15                | 5 30  | 9 25  | ..    | ..   | ..    | 41    | Croft.....              | 7 13                 | ..   | 11 59 | 1 59  | 5 0   | 6 45  | ..    |
| 161   | Leicester                       | 2 40                | 6 0   | 9 30  | 12 0  | ..   | 12 0  | 45    | DARLINGTON, at          | 7 30                 | 9 8  | 12 15 | 2 15  | 5 15  | 7 0   | 9 8   |
| 171   | Birmingham                      | 3 30                | 6 20  | ..    | 1 0   | ..   | 1 0   |       | Newcastle, ar- }        | ..                   | 1 20 | 4 0   | 6 0   | 9 15  | 11 0  | 1 20  |
| 248   | LONDON                          | 7 30                | 11 0  | ..    | 5 0   | ..   | 5 0   |       | rival by coach }        | ..                   | 1 0  | ..    | 5 30  | 9 0   | ..    | ..    |
|       |                                 |                     |       |       |       |      |       |       | Do. Rail. & coach       | ..                   | 1 0  | ..    | 5 30  | 9 0   | ..    | ..    |

Fares from Darlington

| to           | 1 Class. | 2 Class. | 3 Class. | to            | 1 Class. | 2 Class. | 3 Class. |
|--------------|----------|----------|----------|---------------|----------|----------|----------|
| York.....    | £0 13 0  | £0 9 0   | 6s 0     | Sheffield     | £1 7 6   | £0 19 6  | 9s 6     |
| London...3   | 13 6     | 2 10 0   | ..       | Leeds.....    | ..       | 0 13 6   | 9s 6     |
| Do. Mail...3 | 15 0     | 2 13 6   | ..       | Manchester..  | ..       | 0 15 0   | 17 0     |
| Birmingham   | 2 8 6    | 1 14 6   | ..       | Hull.....     | ..       | 0 20 0   | 16 0     |
| Derby.....   | 1 17 6   | ..       | ..       | Leicester...2 | 4 6      | ..       | 11 0     |

Nos. 4 and 6 South, and Nos. 2 & 7 North, are Mail trains. First and second class carriages are attached to all the trains, and third class carriages to Nos. 1 & 5, south, and 1, 3 & 6 north trains.—Time is allowed at York for refreshment.

The No. 2 South train meets a Coach at Eckington for Lincoln, Newark, Worksop, Boston, and Sleaford. Nos. 1, 2, and 4 South trains are in connexion with trains from Birmingham to Cheltenham, Gloucester, Bristol, and the West of England.

DARLINGTON. Trains to and from Bishop Auckland, Sunderland, Hartlepool, and Stockton-on-Tees, meet the arrival and departure of the trains at Darlington. The Mail (via Berwick and Dunbar) leaves Darlington at 9<sup>15</sup> a.m. and arrives in Edinburgh at 2 a.m.

COWTON. A Mail coach leaves Richmond daily at 7 10 a.m. and 2 30 p.m. to meet the mail trains; returning immediately on their arrival.

NORTHALLERTON. A Mail coach leaves Northallerton daily, on the arrival of the North Mail train, for Bedale and Leyburn; and leaves Leyburn 12 15 p.m. to meet South Mail train.

THIRSK. A Mail coach leaves Ripon daily at 6 10 a.m. arriving at Thirsk at 7 35; and returns on the arrival of the South Mail at 4 46 p.m. The Nouvareil coach leaves Darlington for Barnard Castle every morning on the arrival of the North Mail train; and returns in time for No. 5 South train.

A Mail coach leaves Darlington every morning on the arrival of No. 2 North Mail train, by Barnard Castle, Brough, Appleby, and Temple Sowerby to Penrith arriving at 6 p.m. It returns from Penrith at 7<sup>15</sup> a.m., and arrives in Darlington to meet No. 4 South Mail train at 3 47.

\* A coach leaves Newcastle for Darlington every evening at 8 15.

| Up Trains.          |       |       |      |       |    |    |    |    |    | Sundays |       |
|---------------------|-------|-------|------|-------|----|----|----|----|----|---------|-------|
|                     | 1     | 2     | 3    | 4     |    |    |    |    |    | 5       | 6     |
| Departure.          | a.m.  | a.m.  | p.m. | p.m.  |    |    |    |    |    | a.m.    | p.m.  |
| Hull .....          | 6 20  | 10 30 | 1 25 | 4 55  | .. | .. | .. | .. | .. | 6 20    | 4 55  |
| Hessle .....        | 6 33  | 10 43 | 1 38 | 5 8   | .. | .. | .. | .. | .. | 6 33    | 5 8   |
| Ferriby .....       | 6 41  | 10 51 | 1 46 | 5 16  | .. | .. | .. | .. | .. | 6 41    | 5 16  |
| Brough .....        | 6 50  | 11 2  | 1 55 | 5 25  | .. | .. | .. | .. | .. | 6 50    | 5 25  |
| Staddethorpe ..     | 7 41  | 11 16 | 2 9  | 5 39  | .. | .. | .. | .. | .. | 7 41    | 5 39  |
| Eastington ..       | 7 12  | 11 24 | 2 17 | 5 47  | .. | .. | .. | .. | .. | 7 12    | 5 47  |
| Howden .....        | 7 23  | 11 35 | 2 28 | 5 58  | .. | .. | .. | .. | .. | 7 23    | 5 58  |
| Cliff .....         | 7 35  | 11 52 | 2 45 | ..    | .. | .. | .. | .. | .. | 7 35    | 6 10  |
| Selby .....         | 7 55  | 12 5  | 3 0  | 6 25  | .. | .. | .. | .. | .. | 7 55    | 6 25  |
| Leeds (arrival) ..  | 9 10  | 1 20  | 4 30 | 7 40  | .. | .. | .. | .. | .. | 9 10    | 7 30  |
| York do. ....       | 9 15  | 1 45  | 4 30 | 7 45  | .. | .. | .. | .. | .. | 9 15    | 8 0   |
| Darlington .....    | 12 15 | 5 15  | 7 0  | ..    | .. | .. | .. | .. | .. | ..      | ..    |
| Normanton ..        | 9 54  | 1 8   | 4 29 | 7 30  | .. | .. | .. | .. | .. | 10 35   | 7 30  |
| Wakefield .....     | 9 40  | 1 45  | 4 20 | 7 55  | .. | .. | .. | .. | .. | 10 50   | 7 59  |
| Manchester .....    | 12 0  | 4 30  | 7 10 | 0 0   | .. | .. | .. | .. | .. | 12 55   | 10 45 |
| Liverpool .....     | 3 15  | 7 15  | 9 0  | ..    | .. | .. | .. | .. | .. | 6 15    | ..    |
| Swinton .....       | 10 44 | 2 2   | 5 29 | ..    | .. | .. | .. | .. | .. | ..      | ..    |
| Sheffield (arr.) .. | 11 30 | 2 45  | 6 20 | 9 0   | .. | .. | .. | .. | .. | 9 0     | ..    |
| Ambergate .....     | 12 16 | 3 45  | 7 26 | ..    | .. | .. | .. | .. | .. | ..      | ..    |
| Derby .....         | 12 45 | 4 15  | 7 50 | 10 18 | .. | .. | .. | .. | .. | 10 18   | ..    |
| Nottingham ..       | 2 5   | 6 35  | 9 25 | ..    | .. | .. | .. | .. | .. | 8 15    | ..    |
| Leicester (arr.) .. | 2 40  | 6 40  | ..   | 12 0  | .. | .. | .. | .. | .. | 12 0    | ..    |
| Birmingham ..       | 3 30  | 6 20  | ..   | 1 0   | .. | .. | .. | .. | .. | 1 0     | ..    |
| London .....        | 7 30  | 11 0  | ..   | 5 0   | .. | .. | .. | .. | .. | 5 0     | ..    |

| Down Trs.        |       |       |       |       |      |    |    |    |    | Sundays |       |
|------------------|-------|-------|-------|-------|------|----|----|----|----|---------|-------|
|                  | 1     | 2     | 3     | 4     | 5    |    |    |    |    | 6       | 7     |
| Departure.       | p.m.  | a.m.  | a.m.  | a.m.  | a.m. | .. | .. | .. | .. | p.m.    | a.m.  |
| London .....     | 9 0   | ..    | ..    | ..    | 9 15 | .. | .. | .. | .. | 9 0     | 8 0   |
| Birmingham ..    | 12 20 | ..    | ..    | 7 30  | 1 15 | .. | .. | .. | .. | 12 30   | ..    |
| Derby .....      | 2 53  | ..    | 5 0   | 9 30  | 3 30 | .. | .. | .. | .. | 2 53    | 3 10  |
| Ambergate .....  | ..    | ..    | 6 10  | 9 55  | 3 55 | .. | .. | .. | .. | ..      | 3 37  |
| Sheffield .....  | ..    | ..    | 7 0   | 10 45 | 4 45 | .. | .. | .. | .. | ..      | 4 40  |
| Swinton .....    | ..    | ..    | 8 5   | 11 30 | 5 18 | .. | .. | .. | .. | ..      | 5 20  |
| Oakenshaw .....  | 5 5   | ..    | 8 50  | 12 15 | 6 0  | .. | .. | .. | .. | 5 5     | 6 11  |
| Liverpool .....  | ..    | ..    | ..    | 8 45  | 11 0 | .. | .. | .. | .. | ..      | ..    |
| Manchester ..... | ..    | ..    | 6 45  | 10 50 | 3 20 | .. | .. | .. | .. | ..      | 10 50 |
| Elland .....     | ..    | 6 40  | 8 20  | 12 13 | 5 11 | .. | .. | .. | .. | ..      | 12 13 |
| Wakefield .....  | ..    | 7 27  | 9 17  | 12 53 | 6 2  | .. | .. | .. | .. | ..      | 12 53 |
| Normanton ..     | 5 14  | 7 40  | 9 5   | 1 18  | 6 13 | .. | .. | .. | .. | 5 10    | 6 25  |
| Darlington ..... | ..    | ..    | 6 15  | 9 15  | 3 47 | .. | .. | .. | .. | ..      | 3 47  |
| York .....       | ..    | 7 45  | 8 45  | 1 25  | 6 35 | .. | .. | .. | .. | ..      | 6 35  |
| Leeds .....      | 5 10  | 7 55  | 10 0  | 1 15  | 6 25 | .. | .. | .. | .. | 5 10    | 6 25  |
| Selby .....      | 6 50  | 8 45  | 11 15 | 2 20  | 7 40 | .. | .. | .. | .. | 6 50    | 7 40  |
| Cliff .....      | 6 57  | 8 54  | 11 27 | 2 30  | 7 49 | .. | .. | .. | .. | 6 57    | 7 49  |
| Howden .....     | 7 9   | 8 7   | 11 47 | 2 50  | 8 2  | .. | .. | .. | .. | 7 9     | 8 2   |
| Eastington ..    | 7 17  | 9 16  | 11 58 | 3 0   | 8 11 | .. | .. | .. | .. | 7 17    | 8 11  |
| Staddethorpe ..  | 7 25  | 9 24  | 12 8  | 3 8   | 8 19 | .. | .. | .. | .. | 7 25    | 8 19  |
| Brough .....     | 7 39  | 9 40  | 12 28 | 3 24  | 8 25 | .. | .. | .. | .. | 7 39    | 8 25  |
| Ferriby .....    | 7 46  | 9 48  | 12 36 | 3 32  | 8 44 | .. | .. | .. | .. | 7 46    | 8 44  |
| Hessle .....     | 7 54  | 9 56  | 12 50 | 3 40  | 8 55 | .. | .. | .. | .. | 7 54    | 8 55  |
| Hull .....       | 8 20  | 10 15 | 1 10  | 4 0   | 9 15 | .. | .. | .. | .. | 8 20    | 9 15  |

## Fares. 1 Cls. 2 Cls. 3d Cls.

|                 | s  | d | s  | d | s  | d  |
|-----------------|----|---|----|---|----|----|
| Hull to Selby.. | 5  | 0 | 4  | 0 | 3  | 0  |
| " York .....    | 9  | 0 | 7  | 0 | 5  | 6  |
| " Darlington .. | 22 | 0 | 16 | 0 | 11 | 6  |
| " Leeds .....   | 10 | 0 | 8  | 0 | 6  | 0  |
| " Sheffield ..  | 17 | 6 | 13 | 6 | .. | .. |
| " Normanton ..  | 10 | 0 | 8  | 0 | 6  | 0  |
| " Derby .....   | 27 | 6 | 29 | 6 | .. | .. |
| " Manchester .. | 25 | 0 | 17 | 6 | 13 | 0  |
| " Birmingham .. | 38 | 6 | 28 | 6 | .. | .. |
| " London .....  | 62 | 6 | 44 | 0 | .. | .. |
| Do. night mail  | 65 | 0 | 47 | 6 | .. | .. |
| Hull to L.pool* | 31 | 6 | 22 | 6 | .. | .. |

\* The Liverpool fares include the Omnibus fare.

## UP TRAINS.—Nos. 4 and 5 are Mail trains.

## DOWN TRAINS.—Nos. 1 &amp; 5 are Mail trains.

Passengers by the 6 20 a.m. train from Hull will have to wait 30 minutes at Normanton.

On Tuesdays the Market train leaves Selby for Hull at 7 25 a.m., returning at 4 p.m. calling at all the stations.

Refreshments may be had in the house adjoining the passengers' booking office at the Hull station.

On the arrival of the Mail train from London, the Mail Coach will depart from Hull for Scarbro' and Whitby, through Beverley, Driffield, Bridlington, Hornsea and Filey, returning in time for the Mail train at 4 55 p.m.

Coaches from Hull to Brigg, Spital, and Lincoln, at 7 and 11 a.m. and 3 30 p.m.; also to Beverley at 8 30 and 9 20 a.m. and 4 and 5 p.m.; also to Cottingham daily.

DONCASTER AND ASKERN.—Passengers may be booked at the Railway office by the 1 25 p.m. train from Hull, and Coach from Selby, to Doncaster, Askern, and Knottingley. The same coach leaves Doncaster at 8 a.m. through Askern to Selby, joining the train which arrives in Hull at 1 10 p.m.

The Boston mail from New Holland every morning at 7 o'clock, through Caistor, Market Rasen, and Horncastle, to Lynn, Norwich, and Yarmouth, returning in time for the 4 55 p.m. train. The mail to Lincoln, Peterboro', &c., at 11 a.m., and the Express to Lincoln at 3 30 p.m.

**Liverpool to Manchester Manchester to Liverpool**

| First Class           | Second Class     | First Class                    | Second Class |
|-----------------------|------------------|--------------------------------|--------------|
| 3 15 a.m. by Parkside | 7 0 a.m.         | 3 30 a.m. { Per Grand Junction |              |
| 8 45 " " " " " "      | 9 45 " " " " " " | Train to Parkside              |              |
| 11 0 " " " " " "      | 12 0 " " " " " " | 7 15 a.m.                      |              |
| 2 0 p.m. " " " " " "  | 2 30 p.m.        | 9 0 a.m. " " " " " "           | 10 0 " "     |
| 4 0 " " " " " "       | 5 15 " " " " " " | 11 15 " " " " " "              | 12 15 p.m.   |
| 7 30 " " " " " "      | *7 30 mix.       | 2 0 p.m. " " " " " "           | 2 45 " "     |
|                       |                  | 5 0 " " " " " "                | 5 30 " "     |
|                       |                  | 7 30 " " " " " "               | *7 30 mix.   |

\* Stopping only at Huyton Gate, Rainhill, St. Helens Junction, Newton, Parkside, Kenyon Junction, Bury-Lane, and Patricroft. The 3½ a.m. train from Liverpool starts from the Station, Edge Hill, to which place any passenger wishing to go by this train must proceed to take his place. No private carriages or horses can be conveyed by the 3 15 or 3 30 a.m. trains.

**On Sundays.**

| First Class                | Second Class mix. | First Class                    | Second Class mix. |
|----------------------------|-------------------|--------------------------------|-------------------|
| 3 15 a.m. by Parkside      | 7 30 a.m.         | 3 30 a.m. { Per Grand Junction |                   |
|                            | 7 30 a.m.         | Train to Parkside              |                   |
|                            | 5 0 p.m.          | 7 30 a.m.                      |                   |
| 7 30 p.m.                  | 7 30 " "          | 5 15 p.m.                      |                   |
| Stopping as on other days. |                   | 7 30 p.m.                      | 7 30 " "          |
|                            |                   | Stopping as on other days.     |                   |

**Fares.**

By first class train, four inside, royal mail. .... 6s. 6d.  
 " ditto six inside, glass coach. .... 6s. 0d.  
 " second class train, glass coaches. .... 6s. 0d.  
 " ditto open carriages. .... 4s. 6d.  
 Children under 12 years, half price; in the arms, under 4 years, free.  
 HORSES: For one horse 14s.; two horses 20s.; three horses 24s.

**From Warrington to Manchester.**

4½, 7 40 and 10 4, a.m., 2 50 and 5 50 p.m.; on Sundays 4½ & 8 a.m. 2 43, and 5 50 p.m.

**From Manchester to Warrington.**

3½, 7½, and 10½ a.m. ml, 2½, \*5 & 7 p.m.; Sundays 3½ & 10½ a.m. & 7 p.m.  
 \* By this train, passengers can proceed without delay to Warrington, Moore, Preston-Brook, Acton, Hartford, Winsford, and Minshull Vernon Stations changing carriages at Newton.

**To Fleetwood, Blackpool, and Lytham.**

| FROM LIVERPOOL.      | FROM MANCHESTER.    |
|----------------------|---------------------|
| 8 45 a.m. .... Mixed | 9 0 a.m. .... Mixed |
| 2 30 p.m. .... Do.   | 2 45 p.m. .... Do.  |

On Wednesday and Saturday evenings 3½ from Liverpool, and 5 from Manchester.

FARES from Liverpool to Fleetwood or Blackpool, 12s. & 8s.

Ditto Manchester ditto 7s. 6d. & 5s.

From L.pool to Lytham 10s 6d & 7s 6d; from Manchester 6s & 4s 6d

**To Lancaster.**

| FROM LIVERPOOL.                    | FROM MANCHESTER.                  |
|------------------------------------|-----------------------------------|
| 3 15 a.m. by Parkside, First Class | 3½ a.m. { Per Grand Junc. } First |
| 8 45 a.m. .... Mixed               | Tr. to Parkside } Class           |
| 11 0 " " " " " "                   | 9 0 a.m. .... Mixed               |
| 2 30 p.m. .... First Class         | 11 15 " " " " " "                 |
| 5 15 " " " " " "                   | 2 45 p.m. .... First Class        |
|                                    | 2 45 p.m. .... 2nd Class          |
|                                    | 5 0 " " " " " "                   |
|                                    | 5 0 " " " " " "                   |

FARES from Liverpool, 13s 6d & 9s; from Manchester, 8s 6d & 5s 6d

**To Bolton.**

| FROM LIVERPOOL.             | FROM MANCHESTER.      |
|-----------------------------|-----------------------|
| 7 0 a.m. .... Mixed         | 7 15 a.m. .... Mixed  |
| 8 45 " " " " " "            | 9 0 " " " " " "       |
| 12 0 noon. .... First Class | 9 0 " " " " " "       |
| 2 30 p.m. .... Mixed        | 12 15 p.m. .... Mixed |
| 5 15 " " " " " "            | 2 45 " " " " " "      |
|                             | 5 30 " " " " " "      |
|                             | 5 30 " " " " " "      |

**ON SUNDAYS.**

|                               |                               |
|-------------------------------|-------------------------------|
| 7 30 a.m. .. 2nd Class Mixed. | 7 30 a.m. .. 2nd Class Mixed. |
| 5 0 p.m. .... Do.             | 5 15 p.m. .... Do.            |

FARES from Liverpool, inside 5s. 6d., outside 4s.; and from Manchester 2s. 6d. and 2s.

**To Preston and Wigan.—See North Union Table.****To St. Helens.**

| FROM LIVERPOOL.          | FROM MANCHESTER.         |
|--------------------------|--------------------------|
| 7 0 a.m. .... 2nd Class  | 7 15 a.m. .... 2nd Class |
| 9 45 " " " " " "         | 10 0 " " " " " "         |
| 12 0 " " " " " "         | 12 15 p.m. .... Do.      |
| 2 0 p.m. .... 1st Class. | 2 0 p.m. .... Mixed      |
| 2 0 p.m. .... Do.        | 2 45 " " " " " "         |
| 5 15 " " " " " "         | 5 30 " " " " " "         |
| 7 30 " " " " " "         | 7 30 " " " " " "         |

**ON SUNDAYS.**

|                               |                               |
|-------------------------------|-------------------------------|
| 7 30 a.m. .. 2nd Class Mixed. | 7 30 a.m. .. 2nd Class Mixed. |
| 5 0 and 7 30 p.m. Do.         | 5 15 and 7 30 p.m. Do.        |

FARES from Liverpool, inside 2s. 6d., outside 2s., and from Manchester 4s. and 3s.

**From St. Helens Station**

To Liverpool, 8, 10½ a.m., 12 20 3½, 6½, & 7 50 p.m. Fares, 2s 6d—2s.  
 To Manchester, 7 20, 10 5 a.m. 12 20, 2 20, 5 35 & 7 50 p.m. Fares, 4s—3s  
 To Bolton, 7 20, 10 5 a.m. 12 20, 2 20 & 7 50 p.m. Fares, 4s 6d—3s 6d.  
 To Wigan & Preston, 7 20, 10 5 a.m., 2 20, 5 35 & 7 50 p.m. Fares, 4s—3s.  
 To Warrington, 7 20, 10 5 a.m., 12 20, 3 30 & 5 35 p.m. Fares, 3s—2s.

**Southport.**—Coaches leave St. Helens station for Southport every day, (Sundays excepted) on the arrival of the 10 a.m. and 2 p.m. trains from Manchester.

**Fares.**—From Manchester to Southport, Inside 10s. Outside 7s.

| Miles | STATIONS.       | Manchester to Leeds. |      |       |       |       |      |      |      |       | Sundays. |       |      |       |
|-------|-----------------|----------------------|------|-------|-------|-------|------|------|------|-------|----------|-------|------|-------|
|       |                 | 1                    | 2    | 3     | 4     | 5     | 6    | 7    | 8    | 9     | 1        | 2     | 3    | 4     |
|       | Depart from     | a.m.                 | a.m. | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m.  | a.m.     | a.m.  | a.m. | p.m.  |
|       | MANCHESTER      | .. 6 45              | ..   | 9 0   | 10 50 | 1 20  | 3 20 | 4 45 | 7 0  | ..    | 8 0      | 10 50 | 5 0  | 7 0   |
| 5     | MIDDLETON       | .. 7 2               | ..   | 9 20  | ..    | 1 40  | 3 36 | 5 0  | 7 20 | ..    | 8 20     | 11 5  | ..   | 7 20  |
| 9     | Blue Pits ....  | .. 7 14              | ..   | 9 30  | 11 15 | 1 54  | 3 58 | 5 15 | 7 34 | ..    | 8 38     | 11 15 | ..   | 7 38  |
| 11    | ROCHDALE        | .. 7 20              | ..   | 9 37  | 11 22 | 2 4   | 8 5  | 22 7 | 44   | ..    | 8 48     | 11 22 | 5 45 | 7 48  |
| 14    | Littleborough.. | .. 7 28              | ..   | 9 45  | ..    | 2 12  | 4 16 | ..   | 7 56 | ..    | 8 56     | ..    | ..   | 7 56  |
| 20    | TODMORDN.       | .. 7 47              | ..   | 10 10 | 11 42 | 2 30  | 4 32 | 5 42 | 8 16 | ..    | 9 13     | 11 42 | 6 10 | 8 13  |
| 21    | Eastwood .....  | ..                   | ..   | 10 14 | ..    | 2 34  | 4 36 | ..   | 8 20 | ..    | 9 17     | ..    | ..   | 8 17  |
| 24    | Hebden Bridge   | .. 8 0               | 9 0  | 10 26 | ..    | 2 46  | 4 48 | 5 55 | 8 32 | ..    | 9 33     | ..    | ..   | 8 33  |
| 26    | Luddenden foot  | .. 8 7               | 9 8  | 10 30 | ..    | 2 55  | 4 54 | ..   | 8 41 | ..    | 9 39     | ..    | ..   | 8 39  |
| 28    | Sowerby Bridge  | 6 15                 | 8 12 | 9 20  | 10 39 | 12 8  | 3 15 | 2 6  | 8 49 | ..    | 9 47     | 12 8  | 6 40 | 8 47  |
| 31    | ELLAND          | 6 25                 | 8 20 | 9 30  | 10 50 | 12 13 | 3 15 | 11 6 | 13 8 | 59    | 9 57     | 12 13 | ..   | 8 57  |
| 34    | BRIGHTHOUSE     | 6 30                 | 8 35 | 9 45  | 11 15 | 12 21 | 3 24 | 5 19 | 6 21 | 9 12  | 10 5     | 12 21 | 6 55 | 9 5   |
| 36    | COOPER Bdg.     | 6 38                 | 8 44 | 9 55  | 11 15 | 12 30 | 3 33 | 5 27 | 6 30 | 9 21  | 10 13    | 12 30 | 7 10 | 9 13  |
| 41    | Dewsbury        | 6 51                 | 8 56 | 10 5  | 11 25 | ..    | 3 44 | 5 37 | 6 40 | 9 33  | 10 25    | ..    | 7 25 | 9 25  |
| 44    | Horbury .....   | 7 0                  | 9 6  | 10 10 | 11 30 | ..    | 3 54 | 5 50 | ..   | 9 45  | 10 36    | ..    | ..   | 9 36  |
| 48    | WAKEFIELD       | 7 12                 | 9 17 | 10 24 | 11 50 | 12 53 | 4 5  | 2 6  | 53   | 9 57  | 10 50    | 12 53 | 7 45 | 9 50  |
| 51    | NORMANTN.       | 7 25                 | 9 27 | 10 34 | 12 10 | 1 18  | 4 15 | 6 20 | 7 10 | 8     | 11 8     | 1 18  | 8 0  | 10 8  |
| 60    | LEEDS, arrival  | 7 55                 | 9 50 | 10 55 | 12 50 | 1 38  | 4 35 | 6 45 | 7 30 | 10 30 | 11 30    | 1 38  | ..   | 10 30 |

**Fares.**—Gentlemen's 4-wheeled carriages, 6d. per mile. Parties riding in their own carriage, 2d. per mile; Servants riding outside, and children, waggon fare. A single horse, 2-wheeled carriage, or pony phaeton, 4d. per mile. Any larger number of Horses, 1 horse property, 3d. per mile each.

Passengers proceeding by the 10 50 a.m. Mail train on Sundays, will have to wait two hours at Normanton, for places south of that station, and until 6 p.m. for Hull and Selby.

Passengers for Leicester, Leeds, Nottingham, Derby, Chesterfield, Sheffield, Huddersfield, and Bradford, may be booked at the Company's office, Market-st. corner of Brown-street, and conveyed to the station, by omnibus, free of expense. Passengers may be booked through to Liverpool at any of the stations mentioned above.

Lockwood's coach meets the 6 45 a.m. Manchester train at Wakefield for Doncaster; to which place passengers may be booked through at Manchester, in second class carriage and outside road coach, for 9s.

No. 1 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, London, York, Selby, Hull & Darlington No. 2 to Burnley and Blackburn; meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Doncaster, Birmingham, Nottingham, Leicester, London, York, Selby, Hull, Darlington, and Newcastle.

No. 4 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Nottingham, Leicester, and London. No. 5 (Mail) meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Mansfield, Derby, Birmingham, Nottingham, Leicester, London, Lincoln, York, Selby, Hull, Darlington, and Newcastle.

No. 6 meets trains at Normanton for Sheffield, Barnsley, Leicester, Nottingham, & Derby.—No. 7 meets trns. at Normanton for York, Selby, Hull, and London, *via* Hull.

No. 8 to Burnley and Colne; meets the London Mail at Normanton for Sheffield, Barnsley, Chesterfield, Swinton, Derby, Birmingham, Leicester, & London.

**SUNDAYS.**—No. 2 (Mail) meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Selby, Hull, and London, *via* Hull.

Very superior accommodation is afforded at the Normanton Hotel, for those Passengers or Families wishing to go to London, York, Hull, Newcastle, &c. by the earliest trains. The 8th & 9th trains from Manchester, by remaining all night at Normanton, are peculiarly adapted for this purpose.

Passengers may be booked through to London, *via* Hull, on Sundays, by the train which leaves Manchester at 10 50 a.m., and on Mondays, Tuesdays, Thursdays, and Fridays, by the train leaving Manchester at 3 20 p.m., and at all the railway and coach offices in connexion with this line by the above trains, at the following fares, which include the Omnibus or Coach fare to the Company's station:—2nd cl. car. & best cabin, £1 2s. 6d.; 3rd cl. car. & best cabin, 19s. 6d.; 3rd cl. car. & fore cabin, 13s. 6d.

Passengers may be booked through to Edinburgh, *via* Hull, at Manchester, Oldham, Heywood, & Rochdale, on Wednesdays, & Saturdays, by the train which leaves Manchester at 6 45 a.m. on those days, at the following *reduced* fares, which include the omnibus or coach fare to the Company's station:—2nd cl. car. & best cabin, £1 5s.; 3rd ditto & best cabin £1; 3rd ditto and Steerage, 13s.

| Miles | STATIONS        | Leeds to Manchester. |       |       |       |      |      |      |      |      | Sundays. |       |       |
|-------|-----------------|----------------------|-------|-------|-------|------|------|------|------|------|----------|-------|-------|
|       |                 | 1                    | 2     | 3     | 4     | 5    | 6    | 7    | 8    | 9    | 1        | 2     | 3     |
|       | Depart from     | a.m.                 | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | a.m.     | a.m.  | p.m.  |
| 9     | LEEDS.....      | 5 40                 | 7 0   | 9 0   | 10 10 | ..   | 1 0  | 3 45 | 6 10 | 7 15 | ..       | 7 0   | 10 10 |
| 13    | NORMANTON       | 6 0                  | 7 30  | 9 20  | 10 35 | ..   | 1 30 | 4 10 | 6 30 | 7 40 | ..       | 7 26  | 10 35 |
| 17    | WAKEFIELD..     | 6 8                  | 7 45  | 9 40  | 10 50 | ..   | 1 45 | 4 20 | 6 42 | 7 55 | ..       | 7 44  | 10 50 |
| 20    | Horbury.....    | ..                   | 7 55  | 9 50  | ..    | ..   | ..   | 4 34 | 6 54 | ..   | ..       | 7 59  | ..    |
| 24    | Dewsbury.....   | 6 25                 | 8 10  | 9 58  | ..    | ..   | 2 9  | 4 41 | 7 48 | 9    | ..       | 8 11  | ..    |
| 26    | COOPER Bdge     | 6 40                 | 8 24  | 10 7  | 11 13 | ..   | 2 24 | 4 50 | 7 16 | 8 18 | ..       | 8 26  | 11 13 |
| 29    | BRIGHOUSE..     | 6 50                 | 8 34  | 10 13 | 11 23 | ..   | 2 34 | 5 0  | 7 26 | 8 28 | ..       | 8 36  | 11 23 |
| 32    | ELLAND.....     | 7 0                  | 8 45  | 10 25 | 11 35 | ..   | 2 45 | 5 10 | 7 34 | 8 35 | ..       | 8 47  | 11 35 |
| 34    | Sowerby Bridge  | 7 9                  | 8 58  | 10 30 | 11 40 | ..   | 2 58 | 5 20 | 7 42 | 8 45 | ..       | 8 57  | 11 40 |
| 37    | Luddenden Foot  | ..                   | 9 4   | ..    | ..    | ..   | ..   | 5 30 | 7 50 | ..   | ..       | 9 4   | ..    |
| 41    | Hebden Bridge.. | 7 18                 | 9 12  | 10 45 | ..    | ..   | 3 11 | 5 45 | 8 28 | 9 29 | ..       | 9 12  | ..    |
| 44    | Eastwood.....   | ..                   | 9 24  | ..    | ..    | ..   | ..   | ..   | ..   | ..   | ..       | 9 26  | ..    |
| 47    | TODMORDEN       | 7 38                 | 9 30  | 11 10 | 12 10 | 2 0  | 3 27 | 6 58 | 8 22 | 9 15 | ..       | 9 32  | 12 10 |
| 50    | Littleborough.. | 7 54                 | 9 50  | ..    | ..    | 2 18 | ..   | 6 19 | 8 36 | ..   | ..       | 9 48  | ..    |
| 52    | ROCHDALE ..     | 8 3                  | 10 0  | 11 32 | 12 30 | 2 30 | 3 57 | 6 32 | 8 42 | 9 37 | ..       | 9 58  | 12 32 |
| 56    | Blue Pits ..... | 8 10                 | 10 7  | 11 40 | ..    | 2 38 | 4    | 5 6  | 40   | ..   | ..       | 10 6  | ..    |
| 61    | MIDDLETON       | 8 20                 | 10 15 | 11 46 | 12 40 | 2 50 | 4 15 | 6 45 | 8 58 | ..   | ..       | 10 20 | 12 44 |
| 70    | MANCHESTER      | 8 30                 | 10 30 | 12 0  | 12 52 | 3 0  | 4 30 | 7 0  | 9 10 | 10 0 | ..       | 10 35 | 12 55 |

Children under seven years of age in 1st class carriages, charged 2nd class fare; and in 2nd class, waggon fare; and in waggon, without any deduction. Infants in the arms not charged.

Luggage, to the following extent, may be taken, at their own risk, free of charge, 1st class passengers, 112lbs; 2nd class, 60lbs; waggon, 40lbs. Any excess charged for any distance under 30 miles,  $\frac{1}{4}$ d. per lb; and over 30 miles,  $\frac{1}{4}$ d. per lb extra.

Mallinsons and Co.'s coaches at Brighouse, for Bradford, meets the 2nd, 4th, 6th, 7th, 8th, & 9th week days; on Wednesdays and Thursdays the 5th down train in addition; and 1st, 2nd, and 4th Sunday down trains.

The Company do not hold themselves responsible for any luggage, matter, or thing, unless booked, and paid for accordingly.

The 5 40 a.m. train from Leeds will stop at Eastwood on Tuesday mornings only.

**OLDHAM BRANCH.**—From Manchester at 7 30, 8 30, 10, and 11 a.m. 12 40, 2 40, 4, 5, 6 40, and 8 p.m.

From Oldham at 8, 9, 10 30, and 11 30 a.m. 1 10, 3 15, 4 30, 5 40, 7 10, and 8 40 p.m.

**On Sundays,** from Manchester at 7 40 and 10 10, a.m., 1 24, 6 $\frac{1}{2}$  & 7 30 p.m. From Oldham at 8 10 and 11 a.m., 1 $\frac{1}{2}$ , 3, 7 and 8 p.m.

**FARES** from Oldham to Manchester, Heywood, Rochdale. First class carriages, 1s. 6d.; second, 1s.; and waggon, 6d.

A train will depart every week day morning from the Oldham station at 6 50 a.m. to meet the second train from Manchester at Middleton station for London, Derby, York, and Hull.

Passengers wishing to come from London by the 6 and 9 $\frac{1}{2}$  a.m. and 9 p.m. mail train, *via* Derby to Rochdale, or to any station on the Manchester and Leeds Railway, must book for Derby.

No. 1 to Oldham, Liverpool, Bolton, Burnley, Blackburn, Preston, & Lancaster, meeting Mail trains at Normanton, from London, Birmingham, Gloucester, Derby, Chesterfield, & Sheffield. No. 2 to Oldham, Liverpool, Bolton, Preston, Lancaster, & Chester.

No. 3 to Bolton, meeting trains from York, Hull, Selby, Derby, Sheffield, and Chesterfield.

No. 4 (Mail) to Oldham, Liverpool, Bolton, Preston, Fleetwood, Blackpool, Southport, & Lancaster, meeting trains from York and Darlington.

No. 5 to Oldham, meeting trains to Birmingham, Chester, & Liverpool. No. 6 to Oldham, Liverpool, Bolton, & Preston, meeting trs. from Nottingham, Birmingham, Leicester, Derby, Chesterfield, Sheffield, Hull, Selby, York, and Darlington. No. 7 to Burnley Oldham, and Liverpool meeting trains from London, Leicester, Nottingham, Birming., Derby, Chesterfield, Sheffield, Barnsley, York, Hull, Selby, & Darlington.

No. 8 meeting trains from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, and Sheffield.

No. 9 meeting trains from Derby, Chesterfield, Sheffield, York, Selby, Darlington, and Hull.

**SUNDAYS.**—No. 1 to Oldham, meeting trains from York.

No. 2 (Mail) meeting trains from York, Hull, Derby, and Sheffield.

No. 3 meeting trains from Derby, Chesterfield, Sheffield, Hull, York, Darlington, and Edinburgh.

A train for passengers departs from the Rochdale station every week-day morning, for Manchester, at a quarter-past nine o'clock, stopping at the intermediate stations.

| Miles. | DOWN<br>TRAINS.        | BIRMINGHAM TO GLOUCESTER. |       |        |       |      |        |        | Fares. |        |        |        |
|--------|------------------------|---------------------------|-------|--------|-------|------|--------|--------|--------|--------|--------|--------|
|        |                        | 1                         | 2     | 3      | 4     | 5    | 6      | GOODS. |        | 1 Cls. | 2 Cls. | 3 Cls. |
|        |                        | mail                      | mail  |        |       |      |        |        |        | s. d.  | s. d.  | s. d.  |
|        | Depart from            | a.m.                      | a.m.  | a.m.   | p.m.  | p.m. | p.m.   | a.m.   | p.m.   | s. d.  | s. d.  | s. d.  |
|        | <b>Birmingham</b> ...  | 12 44                     | 3 10  | 8 40   | 12 15 | 2 45 | 6 45   | 5 15   | 4 15   | 1 0    | 0      | 9 0 6  |
| 6      | Lifford, arrival at... | ..                        | ..    | 8 55   | ..    | ..   | 7 3    | 5 53   | 4 50   | 3 0    | 2      | 0 1 0  |
| 13     | Blackwell, do ....     | ..                        | ..    | 9 16   | ..    | ..   | 7 21   | 6 19   | 5 15   | 3 0    | 2      | 0 1 0  |
| 16     | Bronsgrove, do ..      | 1 29                      | 3 55  | 9 20   | 12 58 | 3 28 | 7 34   | 6 35   | 5 30   | 3 6    | 2      | 6 1 6  |
| 17     | Stoke Works, do...     | ..                        | ..    | 9 25   | ..    | ..   | 7 41   | 6 42   | 5 37   | 4 6    | 3      | 0 2 0  |
| 20     | Droitwich, do ....     | 1 43                      | 4 9   | 9 30   | 1 10  | 3 40 | 7 48   | 6 50   | 5 45   | 5 6    | 4      | 0 2 0  |
| 26     | Spetchley, do ....     | 2 14                      | 4 27  | 9 50   | 1 26  | 3 56 | 8 8    | 7 25   | 6 15   | —      | —      | —      |
| 4      | Wor'ter, by coach      | 2 31                      | 4 57  | 10 20  | 2 0   | 4 30 | 8 38   | 8 10   | 7 0    | 7 0    | 4      | 6 2 6  |
| 33     | Defford, arrival at    | ..                        | ..    | 10 7   | 1 48  | 4 18 | 8 23   | 8 10   | 6 42   | 8 6    | 5      | 6 3 6  |
| 34     | Eckington, do ....     | ..                        | ..    | 10 10  | ..    | ..   | 8 30   | 8 15   | 6 47   | 9 0    | 6      | 0 3 6  |
| 37     | Bredon do.....         | ..                        | ..    | 10 16  | ..    | 4 22 | 8 37   | 8 30   | 6 57   | 9 6    | 6      | 6 4 0  |
| 39     | Ashchurch, do ....     | 2 38                      | 5 4   | 10 27  | 2 5   | 4 30 | 8 45   | 8 50   | 7 10   | 10 0   | 7      | 0 4 6  |
| 46     | Tewksbury, branch      | 2 53                      | 5 19  | 10 40  | 2 20  | 4 45 | 9 0    | 9 8    | 7 25   | 10 6   | 7      | 6 4 6  |
| 46     | <b>Cheltenham</b> ...  | 2 56                      | 5 22  | 10 48  | 2 25  | 4 50 | 9 10   | 9 20   | 7 45   | 12 0   | 9      | 0 5 0  |
| 53     | <b>Gloucester</b> .... | 3 14                      | 5 40  | 11 15  | 2 40  | 5 10 | 9 35   | 9 55   | 8 15   | 14 0   | 10     | 6 5 6  |
|        | UP<br>TRAINS.          | GLOUCESTER TO BIRMINGHAM. |       |        |       |      |        |        | Fares. |        |        |        |
|        |                        | 1                         | 3     | 4      | 5     | 6    | GOODS. |        | 1 Cls. | 2 Cls. | 3 Cls. |        |
|        |                        |                           |       |        | mail  | mail |        |        | s. d.  | s. d.  | s. d.  |        |
|        | Depart from            | a.m.                      | a.m.  | p.m.   | p.m.  | p.m. | a.m.   | p.m.   | s. d.  | s. d.  | s. d.  |        |
|        | <b>Gloucester</b> .... | 8 15                      | 10 34 | 1 0    | 3 0   | 7 15 | 9 0    | 5 15   | 4 15   | 1 0    | 0      | 9 0 6  |
| 7      | Cheltenham, arrival    | 8 30                      | 10 45 | 1 15   | 3 15  | 7 35 | 9 20   | 5 40   | 4 50   | 3 0    | 2      | 6 1 6  |
| 14     | Ashchurch, do....      | 8 47                      | 11 2  | 1 32   | 3 32  | 7 51 | 9 36   | 6 1    | 5 13   | 3 0    | 2      | 6 1 6  |
| 16     | Tewksbury, branch      | 9 5                       | 11 17 | 1 47   | 3 47  | 8 6  | 9 50   | 6 16   | ..     | 3 0    | 2      | 6 1 6  |
| 16     | Bredon, arrival at     | 8 52                      | ..    | ..     | 3 37  | ..   | ..     | 6 9    | 5 21   | 4 0    | 3      | 0 1 6  |
| 19     | Eckington, do ....     | 8 58                      | ..    | 1 43   | 3 43  | ..   | ..     | 6 17   | 5 31   | 5 0    | 3      | 6 2 0  |
| 29     | Defford, do....        | 9 3                       | 11 15 | 1 47   | 3 48  | ..   | ..     | 6 22   | 5 36   | 5 0    | 3      | 6 2 0  |
| 27     | Spetchley, do ....     | 9 25                      | 11 35 | 2 5    | 4 10  | 8 31 | 10 16  | 7 5    | 6 20   | —      | —      | —      |
| 4      | Wor'ter, by coach      | 9 0                       | 12 52 | 2 40   | 4 40  | 9 1  | 10 46  | 8 10   | 7 0    | 7 6    | 5      | 0 3 6  |
| 33     | Droitwich, arrival     | 9 40                      | 11 48 | 2 20   | 4 25  | 8 48 | 10 33  | 7 38   | 6 50   | 9 0    | 6      | 0 3 6  |
| 36     | Stoke Works, do..      | 9 45                      | ..    | 2 25   | 4 30  | ..   | ..     | 7 48   | 7 0    | 9 0    | 6      | 0 3 6  |
| 38     | Bronsgrove, do ..      | 9 55                      | 12 02 | 2 35   | 4 40  | 9 0  | 10 45  | 7 59   | 7 15   | 9 6    | 6      | 6 4 0  |
| 41     | Blackwell, do....      | 10 10                     | ..    | ..     | 4 53  | ..   | ..     | 8 15   | 7 30   | 10 6   | 7      | 0 4 6  |
| 47     | Lifford, do.....       | 10 25                     | ..    | ..     | 5 10  | ..   | ..     | 8 40   | 7 50   | 12 0   | 8      | 0 5 0  |
| 53     | <b>Birmingham</b> ...  | 11 0                      | 1 0   | 0 3 30 | 5 45  | 9 45 | 11 30  | 9 35   | 9 0    | 14 0   | 10     | 6 5 6  |

Passengers booked between London and Worcester, Cheltenham, and Gloucester, via London and Birmingham Line.

FROM LONDON.

By the train which leaves Euston station at 6 a.m. (1st and 2nd class), proceeding from Birmingham at a quarter past 12.

By the trains leaving Euston station at 8 (mixed), 3 to 9, for horses and carriages, and ¼ to 10 a.m. (mail and 1st class), proceeding from Birmingham at a ¼ before 3. At 11 a.m. & 1½ p.m., proceeding from Birmingham at 6½ p.m.; also by the mail train at 8½ p.m., proceeding from Birmingham 3 10 a.m.

TO LONDON.

By the train which leaves Gloucester at a quarter past 8 in the morning, arriving in London at 6 p.m. (1st & 2nd class.)

By the trains which leave Gloucester at 10½ a.m. and 1 p.m., proceeding from Birmingham at 1¼ and 4 p.m. (1st class) or by the 6 p.m. from Birmingham, first & second class carriages. By the mail train leaving Gloucester at 9 at night, arriving in London at ½ past 5 a.m. (1st and 2nd class.)

---

The London Company's trains leave Birmingham for London at 10 a.m., 12 noon, 1½, 2 15, 4, & 6 p.m., and 12 night.

The Grand Junction Company's trains leave Birmingham for Liverpool and Manchester at 1¼ & 1½ a.m., 2½, 4½, and 6½ p.m.

The Derby Company's trains leave Birmingham for Derby at 12 30, & 10½ a.m. 1 15, 4, and 6 p.m.

Coaches from Spetchley for Malvern, Ledbury, & Hereford, at 10 a.m. & 4 15 p.m.

Passengers booked between London and Worcester, Cheltenham, and Gloucester, via London and Birmingham Line.

#### FROM LONDON.

By the train which leaves Euston station at 6 a.m. (1st and 2nd class), proceeding from Birmingham at a quarter past 12.

By the trains leaving Euston station at 8 (mixed),  $\frac{1}{2}$  to 9, for horses and carriages, and  $\frac{1}{2}$  to 10 a.m. (mail and 1st class), proceeding from Birmingham at  $\frac{1}{2}$  before 3. At 11 a.m. &  $\frac{1}{2}$  p.m., proceeding from Birmingham at 6  $\frac{1}{2}$  p.m.; also by the mail train at 8  $\frac{1}{2}$  p.m., proceeding from Birmingham 3 10 a.m.

#### TO LONDON.

By the train which leaves Gloucester at a quarter past 8 in the morning, arriving in London at 6 p.m. (1st & 2nd class.)

By the trains which leave Gloucester at 10  $\frac{1}{2}$  a.m. and 1 p.m. proceeding from Birmingham at  $\frac{1}{2}$  and 4 p.m. (1st class) or by the 6 p.m. from Birmingham, first & second class carriages. By the mail train leaving Gloucester at 9 at night, arriving in London at  $\frac{1}{2}$  past 5 a.m. (1st and 2nd class.)

The London Company's trains leave Birmingham for London at 10 a.m., 12 noon, 1  $\frac{1}{2}$ , 2  $\frac{1}{2}$ , 4, & 6 p.m., and 12 night.

The Grand Junction Company's trains leave Birmingham for Liverpool and Manchester at 12 & 11  $\frac{1}{2}$  a.m., 2  $\frac{1}{2}$ , 4  $\frac{1}{2}$ , and 6  $\frac{1}{2}$  p.m.

The Derby Company's trains leave Birmingham for Derby at 12 30, & 10  $\frac{1}{2}$  a.m. 1 15, 4, and 6 p.m.

Coaches from Spetchley for Malvern, Ledbury, & Hereford, at 10 a.m. & 4 15 p.m.

#### ONLY THE MAIL TRAINS RUN ON SUNDAYS.

\* From Cheltenham to Gloucester, 8  $\frac{1}{2}$  a.m. 12  $\frac{1}{2}$ , 3  $\frac{1}{2}$ , and 6  $\frac{1}{2}$  p.m.; from Gloucester to Cheltenham, 7  $\frac{1}{2}$ , & 11  $\frac{1}{2}$  a.m., 2, and 5  $\frac{1}{2}$  p.m.

Coaches leave Gloucester for Bristol at 3  $\frac{1}{2}$ , and 6 morning; at 12, 2  $\frac{1}{2}$ , 3  $\frac{1}{2}$ , & 5  $\frac{1}{2}$  afternoon; Bath direct 11  $\frac{1}{2}$  a.m. & 2  $\frac{1}{2}$  p.m.; for Taunton, Exeter, &c., at 3  $\frac{1}{2}$  and 6 morning; for Chepstow, Newport, Cardiff, and Swansea, every Tuesday, Thursday, and Saturday mornings at 9; for Ross, Monmouth, Ragland, Abergavenny, Brecon, Merthyr, Llandilo, Llandovery, and Caermarthen, every morning at 4  $\frac{1}{2}$ .

| Stations.     | From Manchester to Glossop. |       |       |       |      |      |      |      |      |      |      | Fares.                               |      |     |   |
|---------------|-----------------------------|-------|-------|-------|------|------|------|------|------|------|------|--------------------------------------|------|-----|---|
|               | a.m.                        | a.m.  | a.m.  | noon  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | TO MANCHESTER.<br>1 Cl. 2 Cls. 3 Cls |      |     |   |
| Manchester    | 8 45                        | 9 45  | 11 0  | 12 0  | 1 0  | 3 0  | 4 0  | 5 0  | 6 0  | 7 0  | 8 0  | s. d. s. d. s. d.                    |      |     |   |
| Ardwick ..    | 8 48                        | 9 48  | 11 3  | 12 3  | 1 3  | 3 3  | 4 3  | 5 3  | 6 3  | 7 3  | 8 3  |                                      |      |     |   |
| Gorton ..     | 8 52                        | ..    | 11 7  | 12 7  | ..   | 3 7  | 4 7  | 5 7  | 6 7  | 7 7  | 8 7  | 7 0                                  | 8 0  | 6 0 | 4 |
| Fairfield ..  | 8 57                        | ..    | 11 12 | 12 12 | 1 10 | 3 3  | 4 3  | 5 3  | 6 3  | 7 3  | 8 3  | 7 0                                  | 8 0  | 6 0 | 4 |
| Ashton ....   | 9 4 10                      | 0 11  | 19 12 | 19 1  | 17 3 | 19 4 | 19 5 | 19 6 | 19 7 | 19 8 | 1 10 | 10 0                                 | 10 0 | 7 0 | 5 |
| Dukinfield .. | 9 7                         | ..    | 11 22 | 12 22 | ..   | 3 22 | 4 22 | 5 22 | 6 22 | 7 22 | 8 22 | 10 0                                 | 10 0 | 8 0 | 6 |
| Newton ..     | 9 13 10                     | 5 11  | 28 12 | 28 1  | 22 3 | 23 4 | 28 5 | 28 6 | 28 7 | 28 8 | 28 1 | 4 1                                  | 0 0  | 0 0 | 9 |
| Broadbottom   | 9 24                        | ..    | 11 39 | 12 39 | 1 33 | 3 39 | 4 39 | 5 39 | 6 39 | 7 39 | 8 39 | 1 1                                  | 1 1  | 3 1 | 0 |
| Glossop, arr. | 9 30 10 19                  | 11 45 | 12 45 | 1 39  | 3 45 | 4 45 | 5 45 | 6 45 | 7 45 | 8 45 | 2 1  | 3 1                                  | 9 1  | 3 1 | 3 |

**Sunday Trains.**—Glossop to Manchester, 7½ & 8½ a.m.; 1, 5 30, & 6½ p.m.

From Manchester to Glossop, 8½ and 9½ a.m.; 2, 7, & 8 p.m.

OMNIBUS FARES to & from Ashton, 2d. each; Stalybridge, 4d. each.

Coaches will leave Sheffield every day (Sunday excepted) at 10 a.m., and 2½ p.m. via Ashopton Inn, Woodlands, Snake, and Glossop, and meet the 1 40 and 6½ p.m. trains to Manchester; also at 8 o'clock via Woodhead, and meets the 12 o'clock train to Manchester.

| Stations.   | From Glossop to Manchester. |      |       |       |       |      |      |      |       |      | Fares.                           |      |     |      |
|-------------|-----------------------------|------|-------|-------|-------|------|------|------|-------|------|----------------------------------|------|-----|------|
|             | a.m.                        | a.m. | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m.  | p.m. | TO ARDWICK.<br>1 Cl.2 Cls.3 Cls. |      |     |      |
| Glossop     | 7 45                        | 8 45 | 9 45  | 10 45 | 12 0  | 1 40 | 2 45 | 4 0  | 5 0   | 6 15 | 7 0                              | 1 1  | 7 1 | 1 1  |
| Broadbottom | 7 51                        | 8 51 | 9 51  | 10 51 | 12 6  | ..   | 2 51 | 4 6  | 5 6   | 6 20 | 7 6                              | 1 1  | 7 1 | 1 0  |
| Newton      | 8 0                         | 9 0  | 10 0  | 0 11  | 0 12  | 15 1 | 5 0  | 3 0  | 4 15  | 5 15 | 6 25                             | 15   | 2 0 | 10 0 |
| Dukinfield  | 8 6                         | 9 6  | 10 6  | 6 11  | 6 12  | 21 1 | 5 3  | 6 4  | 21 5  | 21 5 | ..                               | 7 21 | 0 8 | 6 0  |
| Ashton      | 8 10                        | 9 10 | 10 10 | 10 11 | 10 12 | 25 1 | 5 8  | 3 10 | 4 25  | 5 25 | 6 33                             | 7 25 | 0 8 | 5 0  |
| Fairfield   | 8 16                        | 9 16 | 10 16 | 11 16 | 12 31 | ..   | 3 16 | 4 31 | 31 31 | ..   | ..                               | 7 31 | 0 7 | 4 0  |
| Gorton      | 8 19                        | 9 19 | 10 19 | 11 19 | 12 34 | ..   | 3 19 | 4 34 | 34 34 | ..   | ..                               | 7 34 | 0 6 | 4 0  |
| Ardwick     | 8 23                        | 9 23 | 10 23 | 11 23 | 12 38 | 2 6  | 3 23 | 4 38 | 38 38 | 6 41 | 7 38                             | ..   | ..  | ..   |
| Manchester  | 8 25                        | 9 25 | 10 25 | 11 25 | 12 40 | 2 8  | 3 25 | 4 40 | 40 40 | 6 43 | 7 40                             | ..   | ..  | ..   |

### STOCKTON, HARTLEPOOL, SUNDERLAND, &c.

FROM YORK TO SUNDERLAND AND NEWCASTLE,

By means of the Great North of England, Darlington, Stockton, Hartlepool, Sunderland, and Brandling Junction Railways.

| STATIONS.      |       | Travelling North. |       |       |      |       |          |      | STATIONS.      |      | Travelling South. |       |       |      |         |      |  |
|----------------|-------|-------------------|-------|-------|------|-------|----------|------|----------------|------|-------------------|-------|-------|------|---------|------|--|
|                |       | MAIL.             |       |       |      |       |          |      |                |      |                   |       |       |      |         |      |  |
| From           |       | a.m.              | a.m.  | a.m.  | a.m. | a.m.  | p.m.     | p.m. | From           |      | a.m.              | a.m.  | a.m.  | a.m. | p.m.    | p.m. |  |
| York .....     | ..    | ..                | 7 0   | 10 0  | 12 0 | ..    | ..       | 3 0  | Newcastle....  | ..   | ..                | 8 0   | 11 0  | 1 0  | 3 0     | 3 0  |  |
| Darlington.... | ..    | 8 30              | 9 45  | 12 20 | 2 40 | 3 50  | 6 30     | ..   | Sunderland ..  | ..   | ..                | 8 50  | 11 50 | 1 50 | 4 0     | 4 0  |  |
| Stockton ..... | 8 0   | 9 30              | 11 15 | 1 20  | 3 30 | 5 15  | 7 15     | ..   | Hartlepool.... | ..   | 8 45              | 10 25 | 1 30  | 3 30 | 6 0     | ..   |  |
| Hartlepool.... | 8 45  | To                | 12 0  | 2 0   | 4 15 | To    | Stockton | ..   | Stockton ....  | 8 15 | 9 45              | 11 20 | 2 45  | 4 40 | 7 15    | ..   |  |
| Sunderland ..  | 11 0  | Hpool             | 2 0   | 4 0   | 7 0  | Hpool | ton      | ..   | Darlington ..  | ..   | To                | 12 15 | 3 47  | 6 30 | To      | ..   |  |
| Arrives at     |       | only              |       |       |      | only  | only     |      | to             |      | Darling.          | only  |       |      | Darling | only |  |
| Newcastle....  | 11 30 |                   | 2 30  | 4 30  | 7 30 |       |          |      | York, &c....   | 9 30 | only              |       |       |      | only    |      |  |

**Sunderland to Durham** 8 45, & 11 50 a.m., 2 45 and 5 p.m. Shinccliffe to Sunderland, 8 25, and 11 30 a.m., 3 25 and 5 p.m.

Shinccliffe to Hartlepool, 8 25 & 11½ a.m. and 3 25 p.m. Hartlepool to Durham, 2 and 4 15 p.m.; 8 45 a.m. to Shinccliffe only.

| Fares.—Stockton to Hartlepool. |                  | 1st Class. | 2nd Class. | 3rd Class. | 1st Class. | 2nd Class.       | 3rd Class. |
|--------------------------------|------------------|------------|------------|------------|------------|------------------|------------|
| "                              | Sunderland ..... | 4s. 6d.    | 3s. 6d.    | 2s. 6d.    | "          | Sunderland ..... | 4s. 6d.    |
| "                              | Newcastle .....  | 6s. 6d.    | 5s. 0s.    | 4s. 0d.    | "          | Newcastle .....  | 6s. 6d.    |

Fares—York to Newcastle, 1st cl. 20s. 2nd 14s.

# 32 MANCHESTER, BOLTON, & PRESTON.

**Manchester to Bolton, Chorley, Preston, and Lancaster.**

9 10 and 11½ a.m., and 3½ and 5 40 p.m.

**Preston to Chorley, Bolton, and Manchester.**

8 5 and 9 50 a.m., 2 25 and 6½ p.m.

**Lancaster to Preston, Chorley, Bolton, and Manchester.**

7 and 8 50 a.m., and 1 10 and 5 20 p.m.—SUNDAYS, 5 20 p.m.

**On Sundays.**—Manchester to Bolton, Chorley, and Preston, 8½ a.m., and 5½ p.m.

” Preston to Chorley, Bolton, and Manchester, 8½ a.m., 6½ and 7½ p.m.

**Manchester to Southport**—9 10 & 11½ a.m., and 3½ p.m.

**Manchester to Preston, Blackpool, Lytham, and Fleetwood.**

9 10 a.m., and 3½ p.m.—On Sundays 7 a.m.—On Wednesdays and Saturdays, 5 40 p.m.

**Manchester to Blackburn.**

On week days by the 8 a.m. and 5 40 p.m. trains.

**Manchester to Bolton.**

Stopping at all the stations, 7,† 8,† and 10½ a.m., 1½, 4½, 7, and 8½† p.m. Stopping at Stoneclough, 9 10,† & 11½ a.m., 3½ & 5 40† p.m.

**Bolton to Manchester.**

Stopping at all the stations, 7,† 8,† and 10 a.m., 1½, 1½, 4½, 5½, and 8½† p.m. Stopping at Stoneclough, 9† and 11 a.m., 3½ & 7½† p.m.

**On Sundays**—From Manchester to Bolton, 8½† a.m., 1† and 8½† p.m., stopping at all the stations.

7† a.m. and 5½† p.m. stopping at Stoneclough.

From Bolton to Manchester, 8½† a.m., 2† and 7½† p.m., stopping at all the stations.

9½ a.m., and 8½ p.m. stopping at Stoneclough.

† Third class carriages are attached to these trains.

**Fares**—Manchester to Bolton, 2s. 6d., 1s. 6d., 1s.; Horwich and Blackrod, 3s., 2s.; Adlington, 3s., 2s.; Chorley, 3s., 2s.; Euxton, 3s., 2s.; Southport (including coach) 10s., 7s.; Preston, 3s., 2s.; Lancaster, 8s. 6d., 5s. 6d.; Lytham (including Omnibus) 6s., 4s. 6d.; Blackpool (including Omnibus) 7s. 6d., 5s.; Fleetwood, 7s. 6d., 5s.

# CHESTER AND BIRKENHEAD. 33

| Distance f.<br>p-r-embd. | Up Trains.                          | 1     | 2     | 3     | 4     | 5       | 6     | 7        |
|--------------------------|-------------------------------------|-------|-------|-------|-------|---------|-------|----------|
|                          | Class                               | Class | Class | Class | Class | Class   | Class | Class    |
| 1, 2, 3.                 | 1, 2, 3.                            | 1, 2. | 1, 2. | 1, 2. | 1, 2. | 1, 2, 3 | 1, 2. | 1, 2, 3. |
| Miles.                   | Leave<br><b>Liverpool</b> ...       | a.m.  | a.m.  | a.m.  | p.m.  | p.m.    | p.m.  | p.m.     |
| 2                        | Arrive at<br><b>Birkenhead</b> .... | 6 30  | 8 0   | 10 0  | 12 30 | 3 40    | 6 15  | 7 30     |
| 6                        | <b>Bebington</b> .....              | 7 0   | 8 20  | 10 20 | 12 50 | 4 0     | 6 45  | 7 50     |
| 7                        | <b>Hooton</b> .....                 | 7 9   | —     | —     | 12 59 | 4 9     | —     | 7 59     |
| 11                       | <b>Sutton</b> .....                 | 7 21  | —     | —     | 1 11  | 4 21    | —     | 8 11     |
| 11½                      | <b>Mollington</b> ....              | 7 26  | 8 40  | 10 40 | 1 16  | 4 26    | 7 5   | 8 16     |
| 14½                      | <b>Chester</b> .....                | 7 38  | —     | —     | 1 28  | 4 38    | —     | 8 28     |
|                          |                                     | 7 45  | 8 55  | 10 55 | 1 35  | 4 45    | 7 20  | 8 35     |

| Distance f.<br>Chester. | Down Trains.                        | 1     | 2     | 3        | 4     | 5     | 6     | 7        |
|-------------------------|-------------------------------------|-------|-------|----------|-------|-------|-------|----------|
|                         | Class                               | Class | Class | Class    | Class | Class | Class | Class    |
| 1, 2, 3.                | 1, 2, 3.                            | 1, 2. | 1, 2. | 1, 2, 3. | 1, 2  | 1, 2. | 1, 2. | 1, 2, 3. |
| Miles                   | Leave<br><b>Chester</b> .....       | a.m.  | a.m.  | a.m.     | p.m.  | p.m.  | p.m.  | p.m.     |
| 23                      | Arrive at<br><b>Mollington</b> .... | 5 0   | 8 30  | 10 30    | 1 0   | 3 30  | 6 15  | 8 15     |
| 6½                      | <b>Sutton</b> .....                 | 5 0   | 8 30  | 10 30    | 1 0   | 3 30  | 6 0   | 8 15     |
| 12½                     | <b>Hooton</b> .....                 | —     | 8 29  | —        | 1 9   | 3 39  | —     | 8 24     |
| 14½                     | <b>Bebington</b> ....               | 5 19  | 8 53  | 10 49    | 1 23  | 3 53  | 6 19  | 8 38     |
|                         | <b>Birkenhead</b> ....              | —     | 8 58  | —        | 1 28  | 3 58  | —     | 8 43     |
|                         |                                     | —     | 9 9   | —        | 1 39  | 4 9   | —     | 8 54     |
|                         |                                     | 5 35  | 9 15  | 11 5     | 1 45  | 4 15  | 6 35  | 9 0      |
|                         |                                     | 5 55  | 9 35  | 11 25    | 2 5   | 4 35  | 6 55  | 9 20     |

**Sunday Trains**—Leave Liverpool at 8 30 a.m., and 2 and 6 15 p.m.; and leave Chester at 5 & 10 a.m., and 5 0 & 8 15 p.m.

| Fares from Birkenhead to | 1st class | 2nd class | 3d class. |
|--------------------------|-----------|-----------|-----------|
|                          | s. d.     | s. d.     | s. d.     |
| Bebington - - - -        | 0 9       | 0 6       | 0 4       |
| Hooton - - - -           | 1 0       | 0 9       | 0 6       |
| Sutton - - - -           | 1 3       | 1 0       | 0 9       |
| Mollington - - - -       | 2 3       | 1 9       | 1 3       |
| Chester - - - -          | 2 6       | 2 0       | 1 6       |

Children under ten years of age are charged half-price.

Passengers proceeding by the Omnibuses between the Railway Station at Birkenhead and the Monk's Ferry, will have to pay 3d. each; and by the Steam Boat between that Ferry and Liverpool, 2d. each.

Between Birkenhead and Birmingham—first class, £1 2s. 6d.; passengers in private carriages, 16s. 6d. One horse, £2 1s.; two horses, £3 9s.; three ditto, £4 16s.; dogs, 3s.; carriages, £2 16s.

To Liverpool, mixed, 7 a.m. 1st cls. 8 40 a.m., mixed 12 noon, 2 30 and 5 15 p.m.

To Manchester, mxd. 7 a.m. 12 noon, 2 30 & 5 15 p.m.,  
1st cl. 8 40 a.m.

To Wigan & Preston (7 a.m. Wigan only), 8 40, 2 30, & 5 15 mixed.

To St. Helen's, 7 a.m. 12 noon, 2 30 and 5 15 p.m. mixed.

On Sundays to the above named places at 7 15 a.m. & 5 p.m. mixed.  
From Liverpool, 7 a.m. mixed, 8 45 a.m. first class, 12 noon,  
2 4 and 5 4 p.m. mixed,

From Manchester, 7 15 a.m. mxd., 9 1st cl., 12 4, 2 4 & 5 4 p.m. mxd.  
On Sundays from Liverpool, 7 4 a.m. & 5 p.m., from Manchester,  
7 40 a.m. & 5 4 p.m. mixed.

From Wigan, 7 30 and 9 a.m. 3, and 5 4 p.m. mixed.

On Sundays, 7 50 a.m. and 5 4 p.m., mixed.

From Preston, 8 20 a.m., 2 20, and 5 p.m. mixed.

On Sundays, 7 15 a.m., and 4 4 p.m. mixed.

From St. Helens, 7 20 a.m., 12 20, 2 20, and 5 35 p.m. mixed.

On Sundays, 7 50 a.m., and 5 20 p.m. mixed.

**WARRINGTON.**—Passengers leaving Bolton by the 7 a.m.,  
12 noon, and 2 4 p.m. trains, may go direct to Warrington.—  
By the 8 40 a.m. and 5 4 p.m. trains, they will have to wait  
one hour at Parkside.

**FARES.**—To Liverpool, 1st cl. 5s. 6d., 2nd cl. 4s.; Manchester, 2s. 6d. & 2s.,  
double ticket to Manchester & back, 4s. & 3s.; Wigan, 2s. 6d. & 2s.; Preston,  
5s. 6d. and 4s.; St. Helens, 4s. and 3s.; Southport, 10s. and 6s. 6d.; Ormskirk,  
7s. 6d. and 5s. 6d.

## NEWCASTLE AND NORTH SHIELDS.

### MONDAYS TO FRIDAYS, INCLUSIVE.

From Newcastle to North Shields, 7 4, 8 4, 9 9, 10 10, 11 11, 11 4  
and 12 a.m.; 1, 2, 2 4, 3, 3 4, 4, 4 4, 5, 5 4, 6, 7, 8, and 8 4 p.m.

From North Shields to Newcastle, 8 4, 9 9, 10 10, 10 4, 11 11, 11 4,  
and 12 a.m.; 12 4, 1 4, 2 4, 3, 3 4, 4, 4 4, 5, 5 4, 6, 6 4, 7 4, 8 4, and 9 p.m.

### SATURDAYS.

From Newcastle to North Shields, 7 4, 8 4, 9 9, 10 10, 11 11, and 12 a.m.;  
1, 2, 2 4, 3, 3 4, 4, 4 4, 5, 5 4, 6, 6 4, 7 4, 8 4, and 9 p.m.

From North Shields to Newcastle, 8 4, 9 9, 10 10, 11 11, and 12 a.m.; 12 4,  
1 4, 2 4, 3, 3 4, 4, 4 4, 5, 5 4, 6, 6 4, 7 4, 8 4, and 9 p.m.

**On Sundays** from Newcastle, 8, 9, 9 4, 10, and 10 4 a.m.; 1, 1 4,  
2, 2 4, 3, 4, 5, 6, 6 4, 7, 7 4, 8, and 8 4 p.m. From North Shields, 8 4,  
9 4, 10 and 10 4 a.m.; 1, 1 4, 2 4, 3 4, 4 4, 5 4, 6, 6 4, 7, 7 4, 8, 8 4, 9,  
and 9 4 p.m.

**Fares.**—First class, 9d.; second class, 6d.; third class, 4d.  
From the intermediate stations, first class, 6d.; second class, 4d.  
Double tickets, first class, 1s.

**Preston to Fleetwood**—8 4 and 11 4 a.m., 3 20 & 5 10 p.m.;  
Fleetwood to Preston, Liverpool, Manchester, and Bolton, 8 4  
a.m., 12 4, 3 4, and 5 4 p.m.

**On Sundays,** Preston to Fleetwood 9 a.m. Fleetwood to Preston,  
Liverpool, Manchester, and Bolton, 4 p.m.

An extra Train will leave Preston (North Union and Bolton  
Stations only) every Wednesday and Saturday, at 7 4 p.m.

**FARES.**—Preston to Fleetwood or Blackpool, 1st class, 4s 6d;  
2nd, 3s; 3rd, 2s. Poulton to Preston, 3s 6d—2s 6d—1s 6d. Kirkham  
to Preston, 2s—1s 3d—9d. Lytham to Preston, 3s—2s 6d—1s 6d.  
Lea to Preston, 1s—9d—6d. Salwick to Preston, 1s 6d—1s—6d.  
Kirkham to Poulton, 2s—1s 6d—1s. Kirkham to Fleetwood, 3s—  
2s—1s 6d. Poulton to Fleetwood, 1s—9d—6d.

The foregoing fares are to or from the Company's station at  
Maudland Bank, Preston; and 6d more is charged to or from the  
North Union station.

The whole of the trains, except the 3 4 and 5 4 p.m. trains to  
Preston, and 7 4 p.m. train on Wednesdays and Saturdays to  
Fleetwood, stop at Lea road and Salwick.

**From Bolton to Fleetwood, Blackpool, Lytham,  
and Poulton**—9 45 a.m. 2 4 & 4 p.m. mixed. On Wednes-  
days & Saturdays 6 10 p.m. On Sundays 7 4 a.m.

**Liverpool to Fleetwood, Blackpool, and Lytham**—  
8 4 a.m., 2 4 p.m. mixed. On Wednesdays and Saturdays 5 4 p.m.  
mixed.

**Manchester to Fleetwood, Blackpool, & Lytham,**  
(Liverpool-road station,) 9 a.m. and 2 4 p.m. mixed. On Wed-  
nesdays and Saturdays 5 p.m. mixed.

From the New Bailey-street station, 9 10 a.m., 1 4 and 3 4 p.m.  
mixed. On Wednesdays and Saturdays, 5 40 p.m. mixed.

On Sundays 7 a.m. mixed.

**Fleetwood to London**—(by Birmingham), 1st class, 8 4 a.m.  
Mail 5 4 p.m.

**London to Fleetwood**—8 4 p.m., mail. On Wednesdays and  
Saturdays, 8 4 and 10 a.m., first class.

**FARES.**—Passengers to London £3 1s. Mail train, £3 4s. 6d.  
Carriages, 4 wheels, £8 5s., 2 wheels, £7. One horse, £5 12s 6d  
2, £9 9s; 3, £12 8s, (if in the same box and the same property);

**Down Trains. Edinburgh to Glasgow.**

| Departs from                  | mail<br>a.m. | mail<br>a.m. | mail<br>p.m. | mail<br>p.m. | mail<br>p.m. |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|
| EDINBURGH ..                  | 7 30         | 11 0         | 1 0          | 3 0          | 6 0 10 0     |
| Gogar.....                    | 7 43         | ..           | ..           | 3 13         | 6 13 ..      |
| Ratho.....                    | 7 51         | ..           | 1 18         | 3 21         | 6 18 ..      |
| Broxburn ..                   | 7 57         | ..           | ..           | 3 27         | 6 27 ..      |
| Winchburgh, ..                | 8 2          | 11 29        | ..           | 3 32         | 6 32 ..      |
| LINLITHGOW ..                 | 8 16         | 11 44        | 1 42         | 3 46         | 6 46 10 52   |
| Polmont.....                  | 8 28         | 11 54        | ..           | 3 58         | 6 58 ..      |
| FALKIRK .....                 | 8 40         | 12 5         | 2 5          | 4 10         | 7 10 11 19   |
| Camelon.....                  | 8 46         | ..           | ..           | 4 16         | ..           |
| CASTLECARY ..                 | 8 56         | 12 20        | 2 18         | 4 26         | 7 26 11 38   |
| Croy .....                    | 9 6          | 12 30        | ..           | ..           | 7 36 ..      |
| Kirkintilloch..               | 9 21         | 12 45        | 2 40         | 4 50         | 7 51 ..      |
| Bishop-Briggs ..              | 9 30         | ..           | ..           | ..           | 8 0 ..       |
| Arriving at<br>GLASGOW, about | 9 45         | 1 53         | 0            | 5 10         | 8 15 12 30   |

**Fares.**

| From             | 1 Cls. | 2 Cls. | 3 Cls. |
|------------------|--------|--------|--------|
| Edinburgh        | s. d.  | s. d.  | s. d.  |
| Gogar.....       | 1 0    | 0 8    | 0 6    |
| Ratho.....       | 1 4    | 1 0    | 0 8    |
| Winchburgh..     | 2 0    | 1 6    | 1 0    |
| Linlithgow...    | 3 0    | 2 3    | 1 6    |
| Polmont.....     | 3 2    | 2 9    | 2 0    |
| Falkirk .....    | 4 6    | 3 3    | 2 3    |
| Castle Cary ..   | 5 6    | 4 0    | 2 9    |
| Croy .....       | 6 0    | 4 6    | 3 0    |
| Kirkintilloch..  | 7 0    | 5 0    | 3 6    |
| Bishop-Briggs .. | 7 6    | 5 6    | 3 9    |
| Glasgow.....     | 8 0    | 6 0    | 4 0    |
| Glasgow          |        |        |        |
| Bishop-Briggs    | 0 8    | 0 6    | 0 3    |
| Kirkintilloch..  | 1 0    | 0 8    | 0 4    |
| Croy .....       | 2 0    | 1 6    | 0 9    |
| Castle Cary ..   | 2 9    | 2 0    | 1 3    |
| Falkirk .....    | 4 0    | 3 0    | 2 0    |
| Polmont.....     | 4 6    | 3 3    | 2 3    |
| Linlithgow ..    | 5 3    | 3 9    | 2 6    |
| Winchburgh ..    | 6 3    | 4 6    | 3 0    |
| Ratho.....       | 7 0    | 5 0    | 3 6    |
| Gogar.....       | 7 6    | 5 6    | 3 9    |
| Edinburgh....    | 8 0    | 6 0    | 4 0    |

**Up Trains.****Glasgow to Edinburgh.**

| Departs from                    | mail<br>a.m. | mail<br>a.m. | mail<br>p.m. | mail<br>p.m. | mail<br>p.m. |
|---------------------------------|--------------|--------------|--------------|--------------|--------------|
| GLASGOW .....                   | 7 30         | 11 0         | 1 0          | 3 6          | 6 0 10 0     |
| Bishop-Briggs ..                | 7 44         | ..           | ..           | 3 14         | 6 14 ..      |
| Kirkintilloch.....              | 7 51         | 11 21        | 1 20         | 3 21         | 6 21 ..      |
| Croy .....                      | 8 4          | 11 34        | ..           | 3 34         | 6 34 ..      |
| CASTLECARY ..                   | 8 14         | 11 44        | 1 44         | 3 44         | 6 44 10 54   |
| Camelon.....                    | 8 26         | ..           | ..           | 3 56         | 6 56 ..      |
| FALKIRK .....                   | 8 35         | 12 0         | 2 0          | 4 8          | 7 5 11 14    |
| Polmont.....                    | 8 45         | 12 11        | ..           | 4 14         | 7 15 ..      |
| LINLITHGOW ..                   | 8 56         | 12 24        | 2 19         | 4 26         | 7 26 11 40   |
| Winchburgh.....                 | 9 10         | 12 38        | ..           | 4 40         | 7 40 ..      |
| Broxburn .....                  | 9 16         | ..           | ..           | ..           | 7 46 ..      |
| Ratho .....                     | 9 21         | ..           | 2 39         | ..           | 7 51 ..      |
| Gogar .....                     | 9 30         | ..           | ..           | ..           | 8 0 ..       |
| Arriving at<br>EDINBURGH, about | 9 45         | 1 53         | 0            | 5 10         | 8 15 12 30   |

All the Trains carry first, second, and third class passengers, except the 1 & 10 p.m. trains, which carry first & second class only, the 1 p.m. train, however, carrying third class passengers between Glasgow and Kirkintilloch. Children, ten to fourteen years of age, half fare; under ten, *pro*, if with a person paying full fare—only one child to each passenger.

**Sunday Trains.**

These trains start from each end at 8 morning, and 5 o'clock afternoon; calling at all the stations, and departing therefrom at the same time as the daily 6 o'clock evening train, making allowance for the difference in the hours of starting.

The fare by the 7½ morning train in stand-up carriages, for the whole distance, is only 2s. 6d., seated ditto 4s., first and second class as the usual fares.

**MARYPORT AND CARLISLE.**

On and after June 5th.

From Maryport, 6 0, 8 30, and 11 0 a.m.; 1 30 and 4 55 p.m.

As Carlisle, 7 and 10 a.m., and 3 45 p.m.

From Aspatria, 6 45, 9 30, and 11 40 a.m.; 2 30, and 5 25 p.m.

Fares—From Carlisle to Wigton, 2s.—1s. 6d.; to Cuthwaite, 1s. 6d.—1s.; to Dalston, 9d.—6d. Maryport to Aspatria, 1s. 6d.—1s.; to Arkleby, 1s.—9d.; to Bull Gill, 9d.—6d.; to Drm. Bridge, 6d.—3d. Whitehaven to Carlisle, 7s. 6d.—5s.

**SHEFFIELD AND ROTHERHAM.**

From Sheffield, 7 30, 8 45, 9 45, 10 45, & 11 45 a.m., 12½, 2, 3½, 4½, 5½, 6½, 7½, & 8 20 p.m.

From Rotherham, 8 15, 9 15, 10 15, 11½, and 12½ a.m.; 1 15, 2 30, 4, 5½, 6, 7, 8, and 9 p.m.

On Sundays from Sheffield at 9 and 10 a.m., 1½, 2½, 3½, 5½, 6½, 7½, & 8½ p.m. From Rotherham 9½ a.m., 1, 2, 3, 5, 6, 7, 8, & 9 p.m.

FARES—From Sheffield to Rotherham, 1st class 1s; second 9d; third 6d. Sheffield to Bright side, 1st class 6d; 2nd, 4d; 3rd, 3d.

**GARNKIRK AND GLASGOW.**

Glasgow to Coatbridge, &c. 7 $\frac{1}{2}$ , 9 $\frac{1}{2}$ , & 11 $\frac{1}{2}$  a.m., 1 $\frac{1}{2}$ , 3 $\frac{1}{2}$ , & 5 $\frac{1}{2}$  p.m.

Coatbridge to Glasgow, &c. 9 & 11 a.m., 1, 3, 5, & 7 p.m.

The Wishaw and Coltness railway carriages from Lanark, Carluke, Newarthill, and Hollytown stations, join the first morning and 5 p.m. trains from Coatbridge to Glasgow, and starts from Glasgow with the 9 $\frac{1}{2}$  a.m. and 3 $\frac{1}{2}$  p.m. trains.

FARES—Glasgow and Airdrie, 1s. 6d.—8d.; Glasgow and Coatbridge, 10d.—7d.; to Gartsherrie and intermediate stations, 8d., 6d.

**DUNDEE AND NEWTYLE.**

Dundee to Newtyle at 8 and 11 a.m., and 3 $\frac{1}{2}$  p.m.

Newtyle to Dundee at 8 and 11 a.m., and 3 $\frac{1}{2}$  p.m.

On Tuesdays and Fridays additional trains will leave Dundee and Newtyle at 2 p.m.

Newtyle to Coupar Angus at 9 a.m., 12 noon, and 4 $\frac{1}{2}$  p.m.; and from Newtyle to Glamis at 9 a.m., (12 noon, on Fridays only) and 4 $\frac{1}{2}$  p.m.

Coupar Angus to Newtyle & Dundee, 7 $\frac{1}{2}$ , 10 $\frac{1}{2}$  a.m., and 2 $\frac{1}{2}$  p.m.

From Glamis to Newtyle and Dundee, at 7 (and 10 a.m., on Fridays only) and 2 $\frac{1}{2}$  p.m.

**Edinburgh and Aberdeen.** The Defiance coach from Aberdeen to Edinburgh passes through Coupar Angus at 1 $\frac{1}{2}$  p.m., and the coach from Edinburgh to Aberdeen at 2 $\frac{1}{2}$  p.m.; so that passengers leaving Dundee by the 11 o'clock train will be in Coupar Angus in time for either of those coaches.

**ARBROATH AND FORFAR.—15 Miles.**

From Forfar to Arbroath, 7 and 10 $\frac{1}{2}$  a.m. 1 $\frac{1}{2}$ , and 4 $\frac{1}{2}$  p.m.

From Arbroath to Forfar, 9 a.m. 12 $\frac{1}{2}$ , 3, and 5 $\frac{1}{2}$  p.m.

FARES—First class, 2s; second class, 1s 6d; third, 1s.

**PAISLEY AND RENFREW.**

THE SUMMER HOURS ARE,

From Paisley at 6 10 a.m., and ten minutes after every succeeding hour until 8 10 p.m.

From Renfrew at 6 $\frac{1}{2}$  a.m. and a quarter from every succeeding hour until 8 $\frac{1}{2}$  p.m.

WINTER HOURS ARE,

From Paisley, 6 $\frac{1}{2}$  a.m. and every hour from  $\frac{1}{4}$  past 8 a.m. until  $\frac{1}{4}$  past 6 p.m.

From Renfrew, from  $\frac{1}{4}$  before 9 a.m. until  $\frac{1}{4}$  before 7 p.m.

FARES.—First class, 6d; second class, 4d.

**GLASGOW, PAISLEY, & GREENOCK.—22 $\frac{1}{2}$  Mls.**

From Glasgow, at 9 and 11 $\frac{1}{2}$  a.m., 12 noon, 3, & 5 $\frac{1}{2}$  p.m.

From Greenock, at 9 $\frac{1}{2}$ \* & 10 $\frac{1}{2}$  a.m., 12 $\frac{1}{2}$ , 3 $\frac{1}{2}$ ,\* & 5 $\frac{1}{2}$  p.m.

No trains on Sunday.

+ If necessary, will be delayed ten minutes for the arrival of the train which leaves Edinburgh at 3 p.m. \*Stop at the Houston and Bishopston Stations when required.

All the trains stop at the Paisley and Port Glasgow stations.

Fares between Glasgow and Greenock—First Class, 2s. 6d.; second class, 1s. 6d.; and third class fares between Glasgow and Greenock, Gourock, Helensburgh, Row, Roseneath, Gartocharie-head, Dunoon & Rothesay, 6d.

**GLASGOW, PAISLEY, KILMARNOCK, & AYR  
51 Miles in length.**

Glasgow to Ayr, Ardrossan, and Kilmarnock; 7 $\frac{1}{2}$  and 10 $\frac{1}{2}$  a.m. 1 $\frac{1}{2}$ , & 4 $\frac{1}{2}$  p.m. The 7 $\frac{1}{2}$  a.m. train to Kilmarnock runs in connexion with the Standard coach to Dumfries, Carlisle, &c.

Ayr to Glasgow, Kilmarnock, &c., 8 and 11 a.m., 2, & 5 p.m. From Kilmarnock to Glasgow, Ayr, &c. at 8 20 & 11 20 a.m., 2 20, and 5 20 p.m.

From Glasgow to Johnstone at 6 $\frac{1}{2}$  p.m., and from Johnstone to Glasgow at 7 $\frac{1}{2}$  p.m.

FARES from Glasgow to Johnstone, 1s 6d—1s—8d; to Lochwinnoch, 2s 6d—1s 8d—1s 3d; to Beith, 2s 9d—2s—1s 4d; to Kilbirnie, 3s—2s 2d—1s 6d; to Dalry, 3s 6d—2s 3d—1s 9d; to Kilwinning, 4s—2s 9d—2s; Irvine, 4s 6d—3s—2s 3d; to Troon, 5s—3s 6d—2s 6d; Monkton and Prestwick, 5s 6d—3s 9d—2s. 9d; Ayr, 6s—4s—3s.

The trains only which leave Glasgow at 7 $\frac{1}{2}$ , and 4 $\frac{1}{2}$ , Ayr at 8 and 5, and Kilmarnock at 8 20 & 5 20, will have 1st, 2nd, and 3rd class carriages throughout; the others will have 1st and 2nd only.

**DUNDEE AND ARBROATH.—16 $\frac{1}{2}$  Miles.**

From Dundee 7 45 and 11 $\frac{1}{2}$  a.m. 1 $\frac{1}{2}$ , 4 $\frac{1}{2}$ , (and 8 15 p.m.

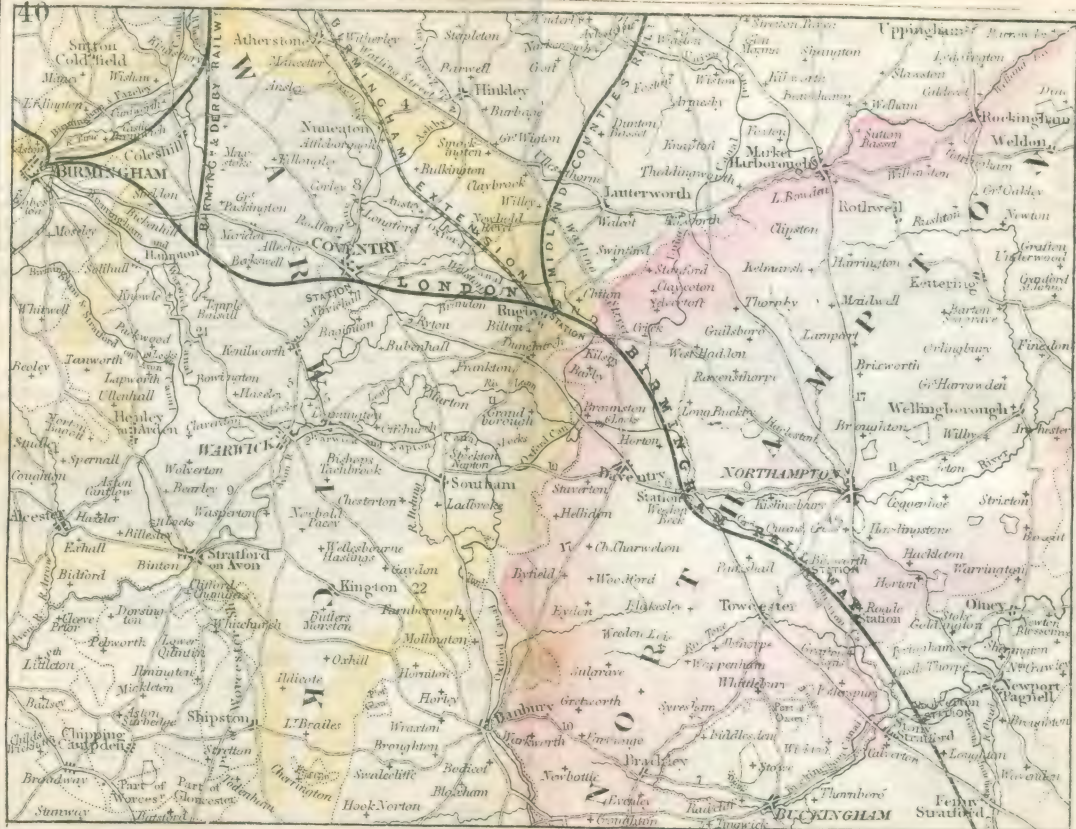
to Broughty Ferry only)

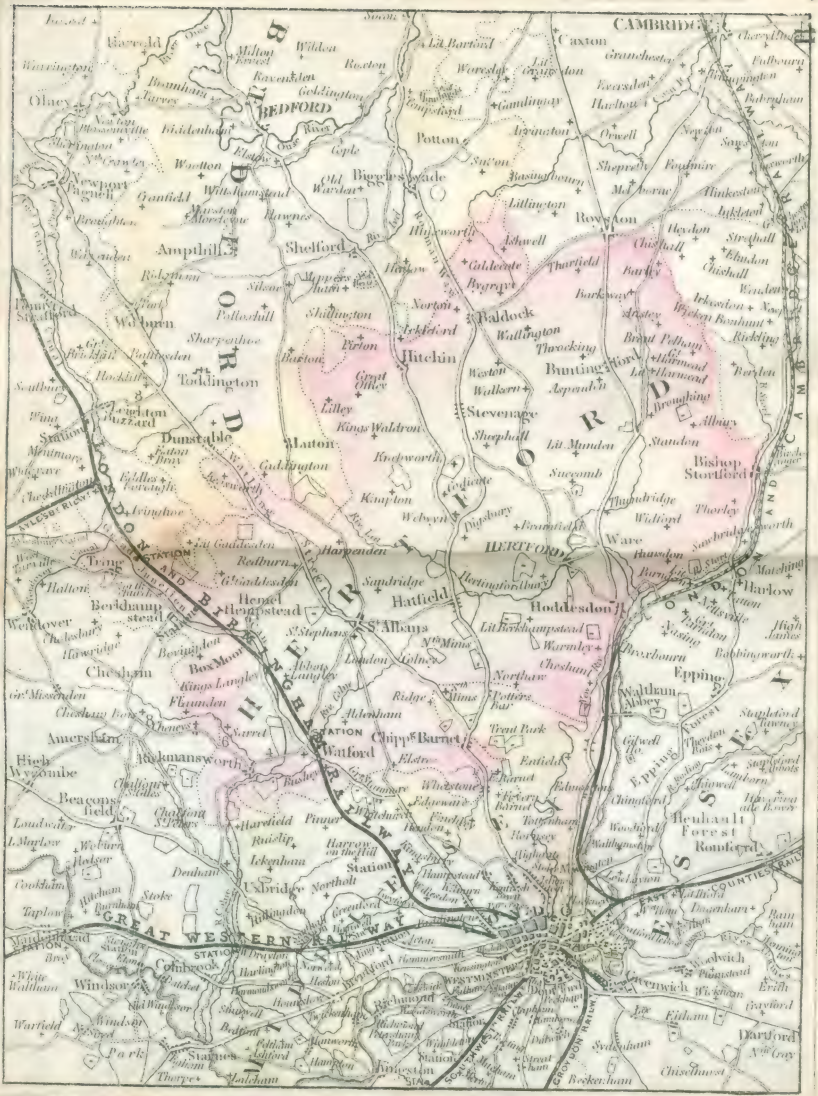
From Arbroath 8 $\frac{1}{2}$  and 10 a.m. mail, 2 $\frac{1}{2}$ , 5 $\frac{1}{2}$ , (and 8 $\frac{1}{2}$  p.m. from Broughty Ferry.)

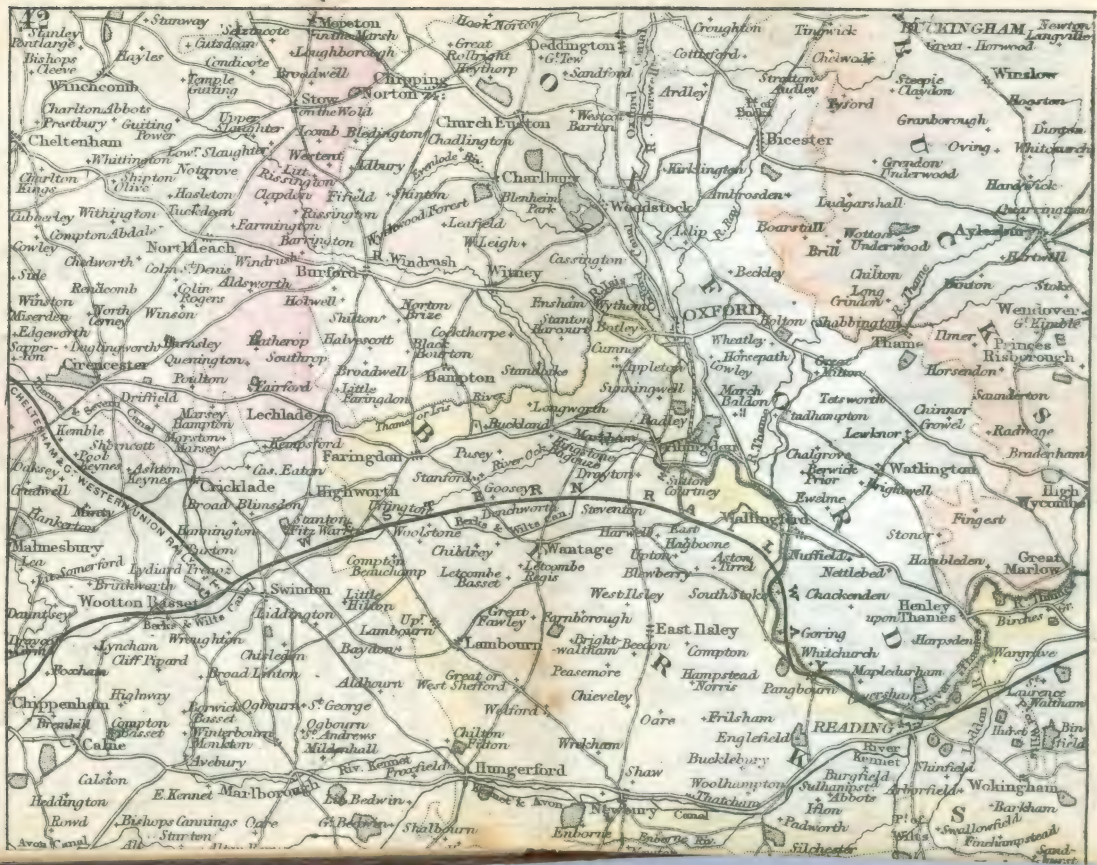
FARES—Dundee to Arbroath, 2s 6d—2s—1s 6d. Mail, 3s—2s 6d—2s

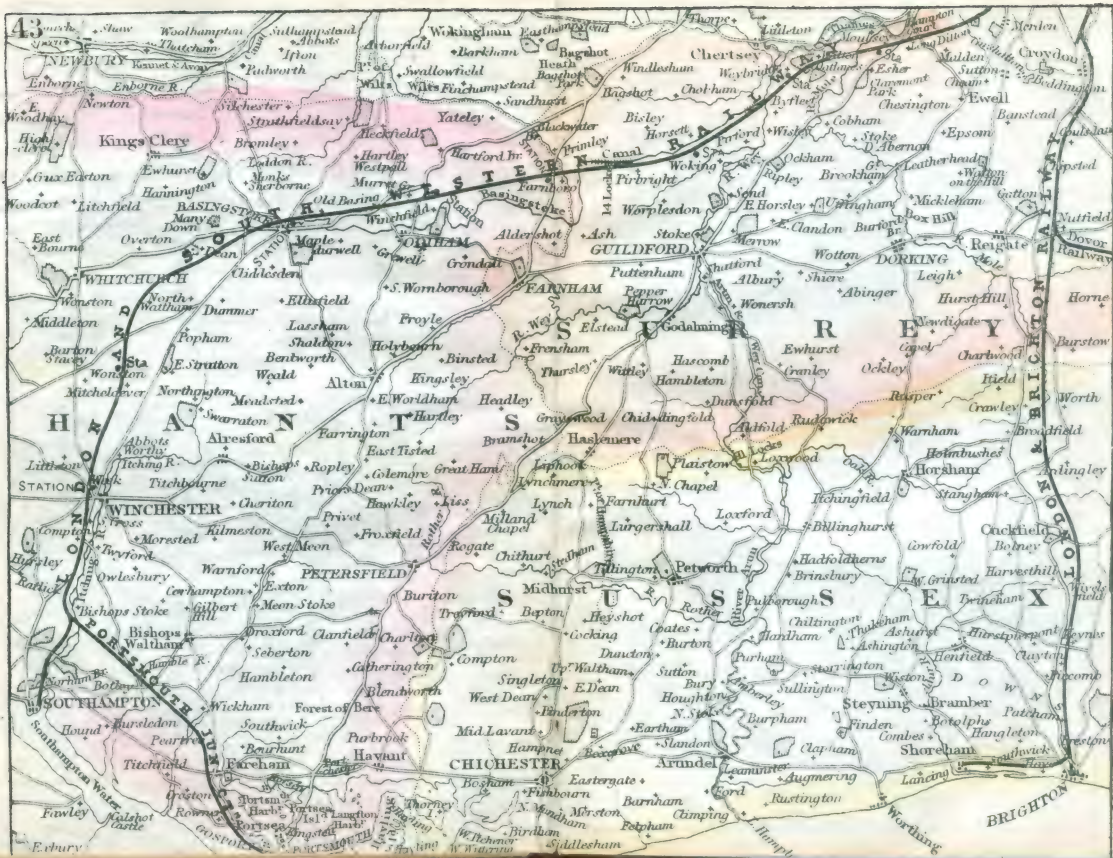
The trains will stop at Deyhouse on Tuesdays and Fridays.

The mail train from Dundee will stop at East Haven on Saturdays only, and from Arbroath at Monifieth on Tuesdays, and at East Haven and Monifieth on Fridays.

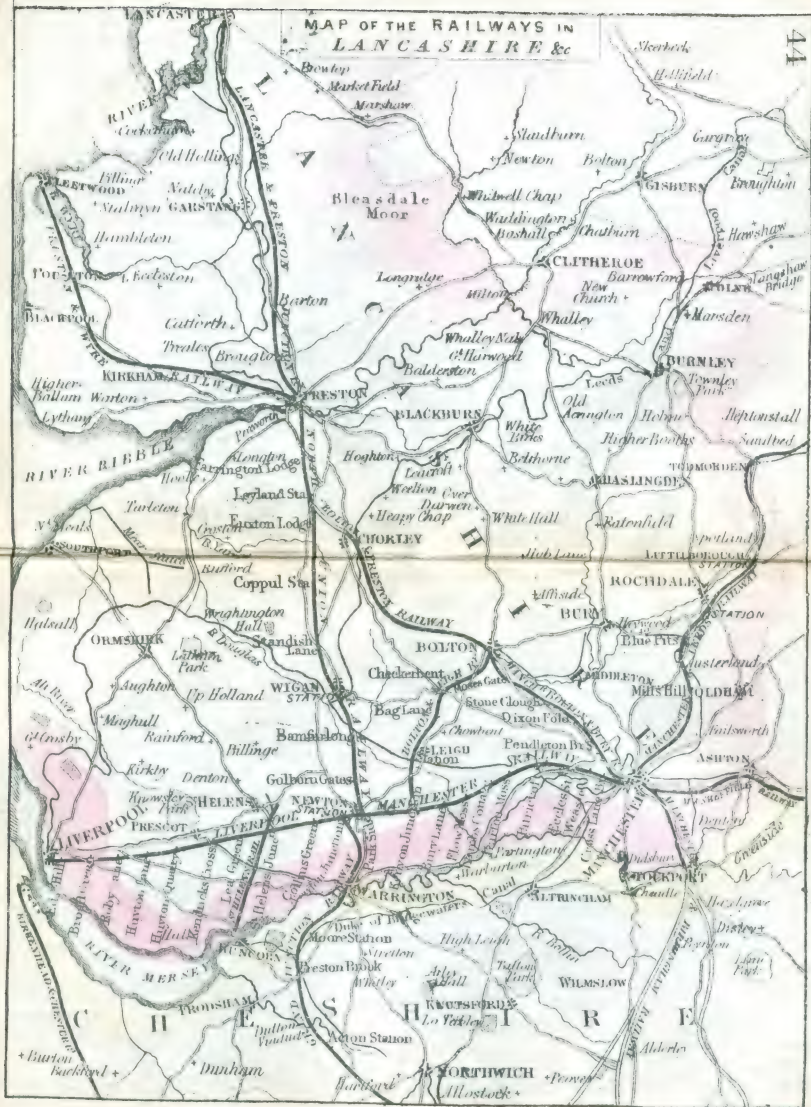


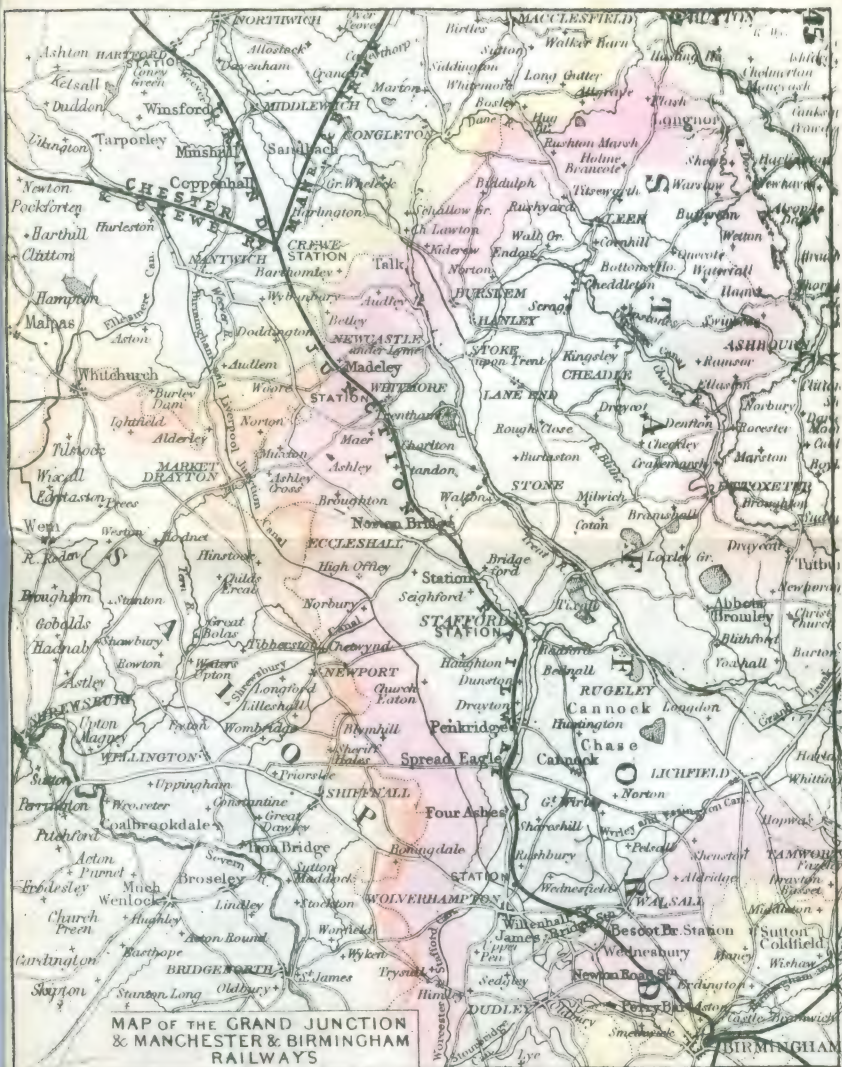






## 44

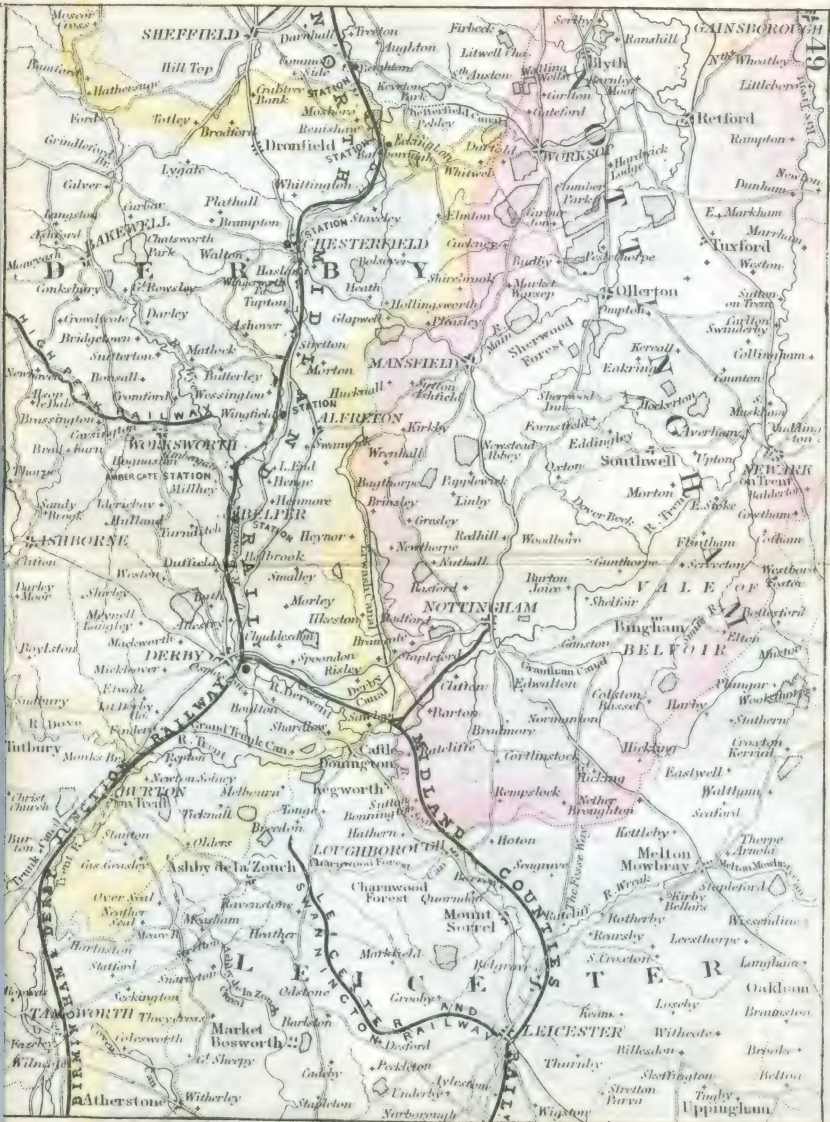


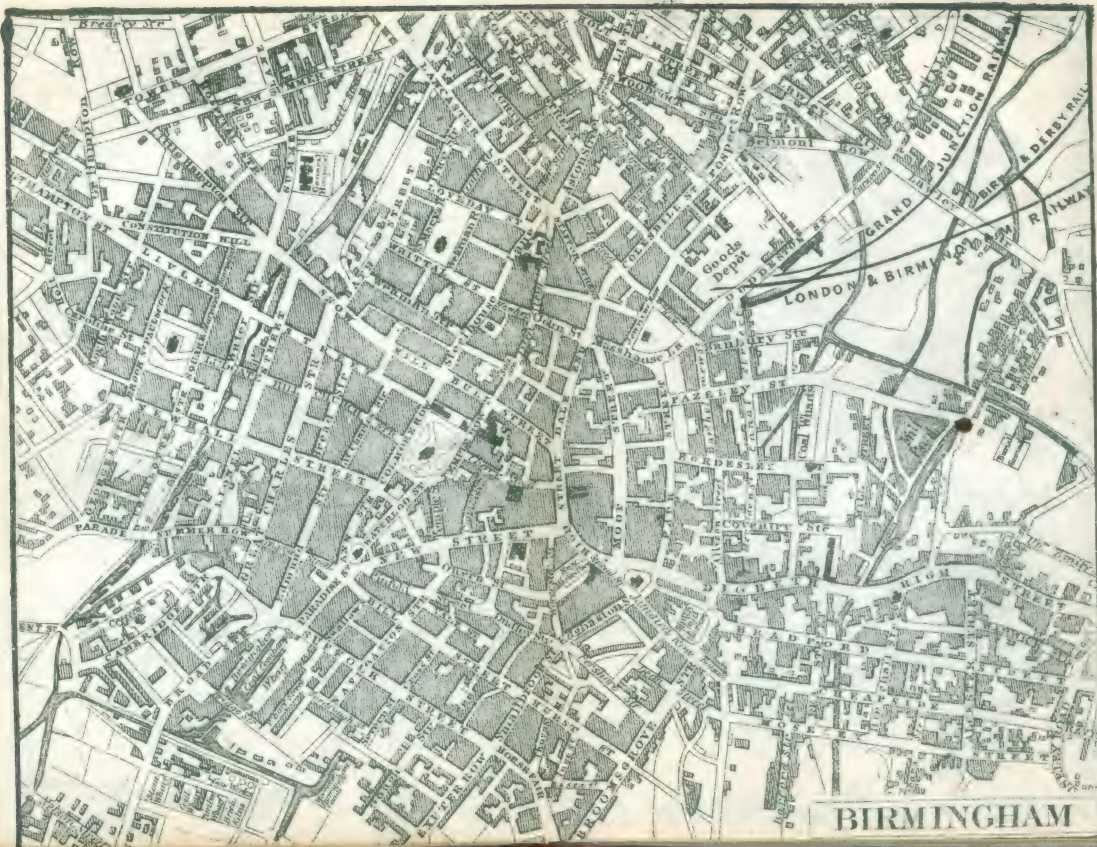




MAP OF THE MANCHESTER & LEEDS  
NORTH MIDLAND, YORK & NORTH MIDLAND  
LEEDS & SELBY & SHEFFIELD & ROTHERHAM  
RAILWAYS







BIRMINGHAM

# BRISTOL.



# MANCHESTER





## TABLE

SHEWING THE RATE OF TRAVELLING PER HOUR

| A Quarter<br>of a Mile<br>in |                 | Egls.<br>Miles<br>per<br>Hour. | Quarter<br>of a Mile<br>in |                 | Egls.<br>Miles<br>per<br>Hour. | Quarter<br>of a Mile<br>in |                 | Egls.<br>Miles<br>per<br>Hour. |
|------------------------------|-----------------|--------------------------------|----------------------------|-----------------|--------------------------------|----------------------------|-----------------|--------------------------------|
| Min.                         | Sec.            |                                | Min.                       | Sec.            |                                | Min.                       | Sec.            |                                |
| 15                           | ..              | 1                              | ..                         | 44              | $20\frac{1}{2}$                | ..                         | $24\frac{1}{2}$ | 37                             |
| 7                            | 30              | 2                              | ..                         | 43              | 21                             | ..                         | $23\frac{1}{2}$ | 38                             |
| 5                            | ..              | 3                              | ..                         | 42              | $21\frac{1}{2}$                | ..                         | 23              | 39                             |
| 3                            | 45              | 4                              | ..                         | 41              | 22                             | ..                         | $22\frac{1}{2}$ | 40                             |
| 3                            | ..              | 5                              | ..                         | 40              | $22\frac{1}{2}$                | ..                         | 22              | 41                             |
| 2                            | 30              | 6                              | ..                         | 39              | 23                             | ..                         | $21\frac{1}{2}$ | 42                             |
| 2                            | 8               | 7                              | ..                         | 38              | $23\frac{1}{2}$                | ..                         | 21              | 43                             |
| 1                            | 52              | 8                              | ..                         | 37              | 24                             | ..                         | $20\frac{1}{2}$ | 44                             |
| 1                            | 40              | 9                              | ..                         | $36\frac{1}{2}$ | $24\frac{1}{2}$                | ..                         | 20              | 45                             |
| 1                            | 30              | 10                             | ..                         | 36              | 25                             | ..                         | 18              | 50                             |
| 1                            | 22              | 11                             | ..                         | 35              | $25\frac{1}{2}$                | ..                         | 17              | 52                             |
| 1                            | 15              | 12                             | ..                         | 34              | 26                             | ..                         | 16              | 56                             |
| 1                            | 9               | 13                             | ..                         | $33\frac{1}{2}$ | $26\frac{1}{2}$                | ..                         | 15              | 60                             |
| 1                            | 4               | 14                             | ..                         | 33              | 27                             | ..                         | 14              | 64                             |
| 1                            | ..              | 15                             | ..                         | $32\frac{1}{2}$ | $27\frac{1}{2}$                | ..                         | 13              | 69                             |
| ..                           | 58              | $15\frac{1}{2}$                | ..                         | 32              | 28                             | ..                         | 12              | 75                             |
| ..                           | 56              | 16                             | ..                         | $31\frac{1}{2}$ | $28\frac{1}{2}$                | ..                         | $11\frac{1}{4}$ | 80                             |
| ..                           | $54\frac{1}{2}$ | $16\frac{1}{2}$                | ..                         | 31              | 29                             | ..                         | 10              | 90                             |
| ..                           | 53              | 17                             | ..                         | $30\frac{1}{2}$ | $29\frac{1}{2}$                | ..                         | 9               | 100                            |
| ..                           | $51\frac{1}{2}$ | $17\frac{1}{2}$                | ..                         | 30              | 30                             | ..                         | $7\frac{1}{2}$  | 120                            |
| ..                           | 50              | 18                             | ..                         | 29              | 31                             | ..                         | 6               | 150                            |
| ..                           | $48\frac{1}{2}$ | $18\frac{1}{2}$                | ..                         | 28              | 32                             | ..                         | $4\frac{1}{2}$  | 200                            |
| ..                           | 47              | 19                             | ..                         | $27\frac{1}{2}$ | 33                             | ..                         | $2\frac{1}{4}$  | 400                            |
| ..                           | 46              | $19\frac{1}{2}$                | ..                         | $26\frac{1}{2}$ | 34                             | ..                         | ..              | ..                             |
| ..                           | 45              | 20                             | ..                         | 25              | 36                             | ..                         | ..              | ..                             |

On all Railways the distances are distinctly pointed out by posts erected each quarter of a mile; the rate of speed can be ascertained at once by referring to the above table.



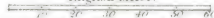
Drawn & Engraved by E. Bradshaw & Son's Sale

Names of Railways in England, as numbered in the Map.

|                                           | Mile.  | Am. of share. |                                   | Mile. | Am. of share. |
|-------------------------------------------|--------|---------------|-----------------------------------|-------|---------------|
| 1. Birmingham & Derby Junction            | 38 1/2 | £ 100         | 21. Manchester and Birmingham     | 45    | £70           |
| 2. Birmingham and Gloucester              | 52     | 100           | 21. Manchester & Birmingham Ex    |       | 70            |
| 3. Birmingham, Bristol, & Thames Junction | 3      | 20            | 22. Manchester and Leeds          | 60    | 100           |
| 4. Bolton and Leigh                       | 10     | 100           | 23. Manchester, Bolton, & Bury    | 10    | 100           |
| 5. Bristol and Exeter                     | 76     | 100           | 24. Maryport and Carlisle         | 28    | 50            |
| 6. Bolton and Preston                     | 14     | 50            | 25. Midland Counties              | 57    | 100           |
| 7. Chester and Birkenhead                 | 15     | 50            | 26. Newcastle and Carlisle        | 61    | 100           |
| 8. Chester and Crewe                      | 18     | 50            | 27. Newcastle and North Shields   | 6     | 50            |
| 9. Croydon                                | 10     | —             | 28. North Midland                 | 72    | 100           |
| 10. Eastern Counties                      | 126    | 25            | 29. North Union                   | 22    | 75            |
| 11. Grand Junction                        | 97     | —             | 30. Northern and Eastern          | 52    | 100           |
| 12. Great North of England                | 74     | 100           | 31. St. Helen's and Runcorn Gap   | 8     | 100           |
| 13. Great Western                         | 117    | 100           | 32. Sheffield and Manchester      | 40    | 100           |
| 14. Hull and Selby                        | 30     | 50            | 33. Sheffield and Rotherham       | 6     | 25            |
| 15. Lancaster and Preston Junction        | 20     | 50            | 34. Stockton and Darlington       | 25    | 100           |
| 16. Leeds and Selby                       | 20     | 100           | 35. York and North Midland        | 23    | 50            |
| 17. Leicester and Swannington             | 16     | 50            | 36. South Eastern and Dover       | 67    | 50            |
| 18. Liverpool and Manchester              | 31     | 100           | 37. Canterbury and Whitstable     | 6     | 50            |
| 19. London and Birmingham                 | 112    | 100           | 38. Greenwich                     | 4     | 20            |
| 20. London and Southampton                | 76     | —             | 39. Preston and Wyre              | 19    | 50            |
|                                           |        |               | 40. Taff Vale                     | —     | —             |
|                                           |        |               | 41. Manchester & Bolton Extension | —     | —             |
|                                           |        |               | 42. London and Brighton           | 46    | —             |

# RAILWAYS IN ENGLAND AND WALES.

English Miles.



EXPLANATION  
Railways now open  
Railways in progress



Longitude West from Greenwich.

# Names of Railways in England, as numbered in the Map.

|                                                   | Mile. | Am't. of share. |                                   | Mile. | Amount of share. |
|---------------------------------------------------|-------|-----------------|-----------------------------------|-------|------------------|
| 1. Birmingham & Derby Junction                    | 38½   | £ 100           | 21. Manchester and Birmingham     | 45    | £70              |
| 2. Birmingham and Gloucester..                    | 52    | 100             | 21. Manchester & Birmingham Ex    |       | 70               |
| 3. Birmingham, Bristol, & Thames Junction .. .. . | 3     | 20              | 22. Manchester and Leeds ..       | 60    | 100              |
| 4. Bolton and Leigh .. .. .                       | 10    | 100             | 23. Manchester, Bolton, & Bury    | 10    | 100              |
| 4. Kenyon and Leigh .. .. .                       |       |                 | 24. Maryport and Carlisle ..      | 28    | 50               |
| 5. Bristol and Exeter .. .. .                     | 76    | 100             | 25. Midland Counties .. ..        | 57    | 100              |
| 6. Bolton and Preston .. .. .                     | 14    | 50              | 26. Newcastle and Carlisle ..     | 61    | 100              |
| 7. Chester and Birkenhead ..                      | 15    | 50              | 27. Newcastle and North Shields   | 6½    | 50               |
| 7. Chester and Crewe .. .. .                      | 18    | 50              | 28. North Midland .. .. .         | 72    | 100              |
| 8. Cromford and High Peak..                       | 32¾   | —               | 29. North Union .. .. .           | 22    | 75               |
| 9. Croydon .. .. .                                | 10    | —               | 30. Northern and Eastern ..       | 52    | 100              |
| 10. Eastern Counties .. .. .                      | 126   | 25              | 31. St. Helen's and Runcorn Gap   | 8     | 100              |
| 11. Grand Junction .. .. .                        | 97    | —               | 32. Sheffield and Manchester ..   | 40    | 100              |
| 12. Great North of England ..                     | 74    | 100             | 33. Sheffield and Rotherham..     | 6     | 25               |
| 13. Great Western .. .. .                         | 117   | 100             | 34. Stockton and Darlington ..    | 25    | 100              |
| 14. Hull and Selby .. .. .                        | 30    | 50              | 35. York and North Midland..      | 23    | 50               |
| 15. Lancaster and Preston Junction                | 20    | 50              | 36. South Eastern and Dover ..    | 67    | 50               |
| 16. Leeds and Selby .. .. .                       | 20    | 100             | 37. Canterbury and Whitstable     | 6     | 50               |
| 17. Leicester and Swannington ..                  | 16    | 50              | 38. Greenwich .. .. .             | 4     | 20               |
| 18. Liverpool and Manchester ..                   | 31    | 100             | 39. Preston and Wyre .. ..        | 19    | 50               |
| 19. London and Birmingham ..                      | 112   | 100             | 40. Taff Vale .. .. .             | —     | —                |
| 20. London and Southampton ..                     | 76    | —               | 41. Manchester & Bolton Extension | —     | —                |
|                                                   |       |                 | 42. London and Brighton ..        | 46    | —                |

## CAB FARES

TO OR FROM THE

BIRMINGHAM, GREAT WESTERN, SOUTH WESTERN, BRIGHTON,  
AND EASTERN COUNTIES RAILWAY STATIONS,

LONDON.

A Two-Horse Coach charged one-half more.

| FROM                          | Birmingham Station | Euston square | Grt. Western Station | Paddington | Sh. Western Station | Nine Elms | Brighton Station | London Rd. Station | Est. Counties Station | Shore Ditch |
|-------------------------------|--------------------|---------------|----------------------|------------|---------------------|-----------|------------------|--------------------|-----------------------|-------------|
| Adelphi terrace               | 1s 8d              | 2s 4d         | 1s 4d                | 1s 8d      | 1s 8d               | 1s 8d     | 2s 4d            | 2s 4d              | 2s 4d                 | 2s 4d       |
| Admiralty                     | 1s 8d              | 2s 4d         | 1s 4d                | 1s 8d      | 1s 8d               | 1s 8d     | 2s 4d            | 2s 4d              | 2s 4d                 | 2s 4d       |
| Aldgate pump                  | 2s 4d              | 3s 0d         | 2s 8d                | 1s 0d      | 1s 0d               | 1s 0d     | 1s 0d            | 1s 0d              | 1s 0d                 | 1s 0d       |
| Aldersgate st., (Long lane)   | 1s 0d              | 1s 0d         | 2s 4d                | 2s 8d      | 3s 0d               | 3s 0d     | 3s 0d            | 3s 0d              | 3s 0d                 | 3s 0d       |
| Baker street, Crawford st.    | 1s 0d              | 1s 0d         | 2s 4d                | 2s 8d      | 3s 0d               | 3s 0d     | 3s 0d            | 3s 0d              | 3s 0d                 | 3s 0d       |
| Bank of England               | 1s 0d              | 1s 0d         | 2s 4d                | 2s 8d      | 3s 0d               | 3s 0d     | 3s 0d            | 3s 0d              | 3s 0d                 | 3s 0d       |
| Battersea bridge              | 3s 4d              | 3s 0d         | 1s 8d                | 4s 0d      | 4s 0d               | 4s 0d     | 3s 4d            | 3s 4d              | 3s 4d                 | 3s 4d       |
| Bayswater road, Albion st.    | 1s 8d              | 0s 8d         | 2s 4d                | 3s 8d      | 3s 8d               | 3s 8d     | 3s 4d            | 3s 4d              | 3s 4d                 | 3s 4d       |
| Ditto Flora garden            | 2s 0d              | 0s 8d         | 2s 4d                | 3s 8d      | 3s 8d               | 3s 8d     | 3s 4d            | 3s 4d              | 3s 4d                 | 3s 4d       |
| Bedford row                   | 1s 0d              | 2s 4d         | 2s 4d                | 1s 8d      | 1s 8d               | 1s 8d     | 1s 8d            | 1s 8d              | 1s 8d                 | 1s 8d       |
| Ditto square                  | 0s 8d              | 2s 0d         | 2s 0d                | 2s 0d      | 2s 0d               | 2s 0d     | 2s 0d            | 2s 0d              | 2s 0d                 | 2s 0d       |
| Belgrave square               | 2s 0d              | 1s 8d         | 1s 8d                | 2s 8d      | 2s 8d               | 2s 8d     | 2s 8d            | 2s 8d              | 2s 8d                 | 2s 8d       |
| Birmingham railway station    | 2s 4d              | 3s 4d         | 2s 8d                | 1s 0d      | 1s 0d               | 1s 0d     | 1s 4d            | 1s 4d              | 1s 4d                 | 1s 4d       |
| Bishopsgate st., Four Swans   | 1s 8d              | 2s 8d         | 1s 8d                | 0s 8d      | 0s 8d               | 0s 8d     | 1s 4d            | 1s 4d              | 1s 4d                 | 1s 4d       |
| Blackfriars rd. Stamford st.  | 1s 8d              | 2s 8d         | 1s 8d                | 1s 0d      | 1s 0d               | 1s 0d     | 1s 4d            | 1s 4d              | 1s 4d                 | 1s 4d       |
| Ditto bridge street           | 2s 8d              | 3s 8d         | 2s 8d                | 1s 0d      | 1s 0d               | 1s 0d     | 1s 4d            | 1s 4d              | 1s 4d                 | 1s 4d       |
| Blackwall Railway             | 2s 8d              | 3s 8d         | 2s 8d                | 1s 0d      | 1s 0d               | 1s 0d     | 1s 4d            | 1s 4d              | 1s 4d                 | 1s 4d       |
| Bloomsbury square             | 0s 8d              | 2s 0d         | 2s 0d                | 1s 8d      | 1s 8d               | 1s 8d     | 1s 8d            | 1s 8d              | 1s 8d                 | 1s 8d       |
| Bond street, Oxford-street    | 1s 4d              | 1s 4d         | 2s 4d                | 2s 4d      | 2s 4d               | 2s 4d     | 2s 8d            | 2s 8d              | 2s 8d                 | 2s 8d       |
| British Museum                | 0s 8d              | 2s 0d         | 2s 0d                | 2s 0d      | 2s 0d               | 2s 0d     | 2s 0d            | 2s 0d              | 2s 0d                 | 2s 0d       |
| Brighton railway station      | 2s 4d              | 3s 8d         | 2s 0d                | 1s 8d      | 1s 8d               | 1s 8d     | 1s 4d            | 1s 4d              | 1s 4d                 | 1s 4d       |
| Bricklayers' arms             | 2s 8d              | 3s 8d         | 1s 8d                | 0s 8d      | 0s 8d               | 0s 8d     | 1s 8d            | 1s 8d              | 1s 8d                 | 1s 8d       |
| Brixton church                | 3s 4d              | 4s 0d         | 1s 8d                | 2s 0d      | 2s 0d               | 2s 0d     | 3s 4d            | 3s 4d              | 3s 4d                 | 3s 4d       |
| Bryanston square              | 1s 4d              | 1s 0d         | 2s 4d                | 3s 0d      | 3s 0d               | 3s 0d     | 3s 0d            | 3s 0d              | 3s 0d                 | 3s 0d       |
| Buckingham gate               | 2s 0d              | 2s 0d         | 1s 4d                | 2s 8d      | 2s 8d               | 2s 8d     | 2s 8d            | 2s 8d              | 2s 8d                 | 2s 8d       |
| Camden town, Union terrace    | 0s 8d              | 2s 0d         | 3s 0d                | 2s 8d      | 2s 8d               | 2s 8d     | 2s 8d            | 2s 8d              | 2s 8d                 | 2s 8d       |
| Cavendish square              | 1s 0d              | 1s 4d         | 2s 4d                | 2s 4d      | 2s 4d               | 2s 4d     | 2s 4d            | 2s 4d              | 2s 4d                 | 2s 4d       |
| Charles street, Oxford street | 1s 0d              | 1s 8d         | 2s 0d                | 2s 0d      | 2s 0d               | 2s 0d     | 2s 0d            | 2s 0d              | 2s 0d                 | 2s 0d       |
| Chancery lane                 | 1s 0d              | 2s 4d         | 2s 0d                | 1s 4d      | 1s 4d               | 1s 4d     | 1s 4d            | 1s 4d              | 1s 4d                 | 1s 4d       |
| Charing cross                 | 1s 4d              | 2s 0d         | 1s 8d                | 2s 0d      | 2s 0d               | 2s 0d     | 2s 0d            | 2s 0d              | 2s 0d                 | 2s 0d       |
| Cheapside                     | 1s 8d              | 3s 0d         | 1s 8d                | 0s 8d      | 0s 8d               | 0s 8d     | 1s 0d            | 1s 0d              | 1s 0d                 | 1s 0d       |

## MAP OF THE RAILWAYS AROUND LONDON.



# MAP OF THE RAILWAYS AROUND LONDON.



## CAB FARES

TO OR FROM THE

BIRMINGHAM, GREAT WESTERN, SOUTH WESTERN, BRIGHTON,  
AND EASTERN COUNTIES RAILWAY STATIONS,

LONDON.

A Two-Horse Coach charged one-half more.

| FROM                           | Birmingham<br>Station,<br>Euston squ. | Gr. Western<br>Station,<br>Paddington. | Sh. Western<br>Station,<br>Nine Elms. | Brighton<br>Station,<br>London Bdg | Est. Counties<br>Station,<br>Shore Ditch. |
|--------------------------------|---------------------------------------|----------------------------------------|---------------------------------------|------------------------------------|-------------------------------------------|
| Adelphi terrace .....          | 1s 8d                                 | 2s 4d                                  | 1s 8d                                 | 1s 8d                              | 2s 0d                                     |
| Admiralty .....                | 1 8                                   | 2 4                                    | 1 4                                   | 1 8                                | 2 4                                       |
| Aldgate pump .....             | 2 4                                   | 3 4                                    | 2 4                                   | 0 8                                | 1 0                                       |
| Aldersgate st., (Long lane)..  | 1 8                                   | 3 0                                    | 2 8                                   | 1 0                                | 1 0                                       |
| Baker street, Crawford st..    | 1 0                                   | 1 0                                    | 2 4                                   | 2 8                                | 3 0                                       |
| Bank of England.....           | 1 8                                   | 3 0                                    | 2 4                                   | 0 8                                | 0 8                                       |
| Battersea bridge .....         | 3 4                                   | 3 0                                    | 1 8                                   | 4 0                                | ..                                        |
| Bayswater road, Albion st..    | 1 8                                   | 0 8                                    | 2 4                                   | 3 4                                | 3 4                                       |
| Ditto Flora garden....         | 2 0                                   | 0 8                                    | 2 4                                   | 3 8                                | 3 4                                       |
| Bedford row ....               | 1 0                                   | 2 4                                    | 2 4                                   | 1 8                                | 1 8                                       |
| Ditto square .....             | 0 8                                   | 2 0                                    | 2 0                                   | 2 0                                | 2 0                                       |
| Belgrave square, Halkin st.    | 2 0                                   | 1 8                                    | 1 8                                   | 2 8                                | 3 0                                       |
| Birmingham railway station     | ..                                    | 1 8                                    | 2 8                                   | 2 4                                | 2 4                                       |
| Bishopgate st., Four Swans.    | 2 4                                   | 3 4                                    | 2 8                                   | 1 0                                | 0 8                                       |
| Blackfriars rd. Stamford st.   | 1 8                                   | 2 8                                    | 1 8                                   | 0 8                                | 1 4                                       |
| Ditto bridge street ....       | 1 8                                   | 2 8                                    | 1 8                                   | 1 0                                | 1 4                                       |
| Blackwall Railway.....         | 2 8                                   | 3 8                                    | 2 8                                   | 1 0                                | 1 0                                       |
| Bloomsbury square.....         | 0 8                                   | 2 0                                    | 2 0                                   | 1 8                                | 1 8                                       |
| Bond street, Oxford-street     | 1 4                                   | 1 4                                    | 2 4                                   | 2 4                                | 2 8                                       |
| British Museum .....           | 0 8                                   | 2 0                                    | 2 0                                   | 2 0                                | 2 0                                       |
| Brighton railway station ..    | 2 4                                   | 3 8                                    | 2 0                                   | 1 8                                | 1 4                                       |
| Bricklayers' arms .....        | 2 8                                   | 3 8                                    | 1 8                                   | 0 8                                | 1 8                                       |
| Brixton church .....           | 3 4                                   | 4 0                                    | 1 8                                   | 2 0                                | 3 4                                       |
| Bryanston square .....         | 1 4                                   | 1 0                                    | 2 4                                   | 3 0                                | 3 0                                       |
| Buckingham gate .....          | 2 0                                   | 2 0                                    | 1 4                                   | 2 8                                | 3 0                                       |
| Camden town, Union terrace     | 0 8                                   | 2 0                                    | 3 0                                   | 2 8                                | 2 4                                       |
| Cavendish square .....         | 1 0                                   | 1 4                                    | 2 4                                   | 2 4                                | 2 4                                       |
| Charles street, Oxford street. | 1 0                                   | 1 8                                    | 2 0                                   | 2 0                                | 2 0                                       |
| Chancery lane .....            | 1 0                                   | 2 4                                    | 2 0                                   | 1 4                                | 1 4                                       |
| Charing cross .....            | 1 4                                   | 2 0                                    | 1 8                                   | 2 0                                | 2 0                                       |
| Cheapside .....                | 1 8                                   | 3 0                                    | ..                                    | 0 8                                | 1 0                                       |

| FROM                         | Bir-<br>ming-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Brigh-<br>ton. | Eastern<br>Coun-<br>ties. |
|------------------------------|-----------------------|------------------------|------------------------|----------------|---------------------------|
| Chelsea Hospital.....        | 2 8                   | 2 8                    | 1 8                    | 2 8            | 3 8                       |
| City road, Old street .....  | 1 8                   | 3 0                    | 2 8                    | 1 4            | 0 8                       |
| Ditto Goswell st. road..     | 1 0                   | 2 8                    | 3 0                    | 1 8            | 1 4                       |
| Clapham common windmill      | 3 0                   | 3 8                    | 1 8                    | 2 8            | 3 0                       |
| Ditto road, Stockwell rd     | 3 0                   | 3 8                    | ..                     | ..             | 3 0                       |
| Clerkenwell green .....      | 1 4                   | 2 8                    | 2 8                    | 1 4            | 1 4                       |
| Cobham row.....              | 1 4                   | 2 8                    | 2 8                    | 1 8            | 1 4                       |
| Comptonst. Burton Crescent   | 0 8                   | 2 0                    | 2 8                    | 2 0            | 2 0                       |
| Commercial road, Dock st..   | 2 8                   | 4 0                    | 3 8                    | 1 8            | 1 8                       |
| Cornhill.....                | 2 0                   | 3 0                    | 2 4                    | 0 8            | 0 8                       |
| Covent garden theatre ....   | 1 0                   | 2 0                    | 2 0                    | 1 8            | 2 0                       |
| Covent garden, Henrietta st. | 1 4                   | 2 0                    | 1 8                    | 1 8            | 2 0                       |
| Custom house stairs .....    | 2 4                   | 3 8                    | 2 4                    | 0 8            | 1 0                       |
| Colosseum.....               | 1 0                   | 1 8                    | 2 8                    | 3 0            | 3 0                       |
| Drury lane theatre .....     | 1 0                   | 2 0                    | 2 0                    | 1 4            | 1 8                       |
| Eaton square .....           | 2 4                   | 2 0                    | 1 4                    | 2 4            | 3 4                       |
| Edgeware rd. Nutford place   | 1 4                   | ..                     | 1 4                    | 3 0            | 3 0                       |
| Eastern counties railway st. | 2 8                   | 3 8                    | 2 8                    | 1 0            | ..                        |
| Finsbury square .....        | 2 0                   | 2 0                    | 2 8                    | 1 0            | 0 8                       |
| Fleet-street, obelisk .....  | 1 4                   | 2 8                    | 2 4                    | 1 0            | 1 4                       |
| Foundling Hospital.....      | 1 0                   | 2 4                    | 2 8                    | 1 8            | 2 0                       |
| Gloucester pl. lwr. York pl. | 1 0                   | 1 0                    | 2 4                    | 2 8            | 3 0                       |
| General Post Office .....    | 1 8                   | 3 0                    | 2 8                    | 1 0            | 1 0                       |
| Goswell street, Seward st..  | 1 4                   | 2 8                    | 2 8                    | 1 8            | 1 0                       |
| Gray's Inn gate .....        | 1 4                   | 2 4                    | 2 4                    | 1 4            | 1 4                       |
| Grays inn lane, Portpool ln. | 1 0                   | 2 4                    | 2 4                    | 1 4            | 1 8                       |
| Great Western railway st...  | 1 8                   | ..                     | 3 0                    | 3 8            | 3 8                       |
| Greenwich railway station..  | 2 4                   | 3 8                    | 2 0                    | ..             | 1 0                       |
| Grosvenor square .....       | 1 4                   | 1 4                    | 2 0                    | 2 8            | 2 8                       |
| Gracechurch st. Spread Eg]   | 2 0                   | 3 4                    | 2 4                    | 1 8            | 0 8                       |
| Guildford st. Grenville st.. | 0 8                   | 2 0                    | 2 4                    | 1 8            | 1 8                       |
| Hatton garden, Holborn....   | 1 4                   | 2 4                    | 2 4                    | 1 4            | 1 4                       |
| Hackney rd. Gloucester pl.   | 2 4                   | 4 4                    | 3 4                    | 1 8            | 0 8                       |
| Hampstead rd. Chalk farm     | 1 0                   | 1 8                    | 3 4                    | 3 0            | 2 0                       |
| Hanover square .....         | 1 4                   | 1 4                    | ..                     | 2 4            | 2 4                       |
| Harley street.....           | 0 8                   | 1 0                    | 2 4                    | 3 0            | 2 8                       |
| Haymarket .....              | 1 4                   | 2 0                    | 1 8                    | 2 0            | 2 4                       |
| High street, Mary-le-bone    | 1 0                   | 1 0                    | 2 8                    | 2 8            | 2 8                       |
| Holborn, Drury lane .....    | 1 0                   | 2 0                    | 2 0                    | 1 8            | 1 8                       |
| Ditto Fetter lane ....       | 1 4                   | 2 4                    | 2 4                    | 1 4            | 1 4                       |
| House of Commons .....       | 1 8                   | 2 4                    | 1 4                    | 1 8            | 2 4                       |
| Hyde pk. corner, Piccadilly  | 1 8                   | 2 0                    | 1 8                    | 2 8            | 3 0                       |
| Hatchett's Hotel, Piccadilly | 1 8                   | 1 8                    | 2 0                    | 2 4            | 2 8                       |
| Islington, Angel .....       | 1 0                   | 2 8                    | 3 0                    | 1 8            | 1 4                       |
| Ditto Green .....            | 1 4                   | 2 8                    | 3 4                    | 2 0            | 1 4                       |

| FROM                           | Birm-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Brigh-<br>ton. | Eastern<br>Coun-<br>ties. |
|--------------------------------|---------------|------------------------|------------------------|----------------|---------------------------|
| India House.....               | 2 0           | 3 4                    | 2 0                    | 0 8            | 0 8                       |
| Kennington, the horns.....     | 2 8           | 3 4                    | 1 0                    | 1 4            | 2 4                       |
| Kennington, Com. church..      | 3 0           | 3 8                    | 0 8                    | 1 4            | 2 4                       |
| Kensington crge. en. Hyd. ph   | 3 0           | 2 4                    | 2 8                    | 3 8            | 3 8                       |
| Kennington turnpike.....       | 2 8           | 3 8                    | 1 0                    | 1 4            | 2 4                       |
| Ditto lane, vauxhall st.       | 2 4           | 3 4                    | 0 8                    | 1 8            | 2 4                       |
| Kensington Gore, hafvy house   | 2 4           | 2 4                    | 2 0                    | 3 0            | 3 4                       |
| Ditto Gravel pits.....         | 2 4           | 1 4                    | 3 0                    | 3 8            | 3 8                       |
| Kentish Town, Traf. place..    | 1 0           | 2 4                    | 3 8                    | 2 8            | 2 4                       |
| King's Cross, New road....     | 0 8           | 2 0                    | 3 0                    | 2 0            | 1 8                       |
| King street, Guildhall ....    | 2 0           | 3 0                    | 2 8                    | 0 8            | 1 0                       |
| Knightsbridge Wilton pice.     | 2 0           | 1 8                    | 1 8                    | 2 8            | 3 0                       |
| Knightsbridge, Sloan street    | 2 0           | 1 8                    | 1 8                    | 2 8            | 3 0                       |
| Lambeth palace.....            | 2 4           | 3 0                    | 1 4                    | 1 4            | 2 0                       |
| Lad lane, swan with 2 necks    | 1 8           | 3 0                    | 2 4                    | 0 8            | 1 0                       |
| Lamb's, Condt. st. Gt. Or. st. | 0 8           | 2 4                    | 2 4                    | 1 8            | 1 8                       |
| Leicester square.....          | 1 4           | 2 0                    | 1 8                    | 2 0            | 2 4                       |
| Lincoln's Inn Fie.ds.....      | 1 0           | 2 4                    | 2 0                    | 1 4            | 1 8                       |
| London & Southamp. railway     | 2 8           | 3 0                    | ..                     | 2 0            | 2 8                       |
| London Bridge Wharf ....       | 2 0           | 3 4                    | 2 0                    | 0 8            | 1 0                       |
| Long Acre, St. Martin's lane   | 1 0           | 2 0                    | 1 8                    | 1 8            | 2 0                       |
| Long Lane, Charterhouse st.    | 1 8           | 2 8                    | 2 4                    | 1 0            | 1 0                       |
| Manchester Square.....         | 1 4           | 1 0                    | 2 4                    | 2 8            | 2 8                       |
| Marsh Gate, Lambeth.....       | 2 0           | 2 8                    | 1 4                    | 1 0            | 2 0                       |
| Mansion House.....             | 1 8           | 3 0                    | 2 4                    | 0 8            | 0 8                       |
| Mill End Turnpike.....         | 3 0           | 4 0                    | 3 0                    | 1 4            | 1 4                       |
| Moutague Square.....           | 1 4           | 1 0                    | 2 4                    | 3 0            | ..                        |
| Moorfields, Ropemaker st..     | 2 0           | 3 4                    | 2 8                    | 1 0            | 0 8                       |
| Moorfields, Fore street....    | 2 0           | 3 4                    | 2 4                    | 0 8            | 0 8                       |
| Moorgate street, Lond. Wall    | 1 8           | 3 4                    | 2 4                    | 0 8            | 0 8                       |
| New road, Harley street....    | 0 8           | 1 0                    | 2 4                    | 2 4            | 2 8                       |
| Ditto Tot. court road..        | 0 8           | 1 8                    | 2 4                    | 2 4            | 2 4                       |
| Newington Butts, Eleph. & C.   | 2 4           | 3 4                    | 1 4                    | 1 0            | 1 8                       |
| New road, Paddington chap.     | 1 4           | 0 8                    | 2 8                    | 3 0            | 3 0                       |
| Old Bailey.....                | 1 8           | 2 8                    | 2 4                    | 1 0            | 1 4                       |
| Oxford street, Pantheon....    | 1 0           | 1 4                    | 2 4                    | 2 4            | 2 4                       |
| Oxford st., Tottenham ct. rd.  | 1 4           | 1 8                    | 2 0                    | 2 0            | 2 0                       |
| Park lane, Grosvenor street.   | 1 8           | 1 4                    | 2 0                    | 2 0            | 3 0                       |
| Pentonville, St. James's ch.   | 0 8           | 2 4                    | 3 0                    | 2 0            | 1 8                       |
| Piccadilly, Ranger's lodge..   | 1 8           | 1 8                    | 2 0                    | 2 4            | 2 8                       |
| Piccadilly, Burlington arcade  | 1 4           | 1 8                    | 1 8                    | 2 0            | 2 4                       |
| Pimlico, Eccleston street...   | 2 4           | 2 0                    | 1 8                    | 2 0            | 3 0                       |
| Portland st., N. Cavendish st. | 0 8           | 1 4                    | 2 4                    | 2 4            | 2 8                       |
| Pottman square.....            | 1 4           | 1 0                    | 2 4                    | 2 ..           | 2 8                       |
| Queen's square, Bloomsbury     | 1 0           | 2 4                    | 2 4                    | 1 8            | 2 0                       |

| FROM                          | Birm-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Brigh-<br>ton. | Eastern<br>Coun-<br>ties. |
|-------------------------------|---------------|------------------------|------------------------|----------------|---------------------------|
| Queen's sqr., Westminster     | 2 0           | 2 4                    | 1 8                    | 1 8            | 2 8                       |
| Ratcliffe Highway.....        | 3 0           | 4 0                    | 3 8                    | 1 4            | 1 4                       |
| Regent Circus, Oxford street  | 1 0           | 1 4                    | 2 4                    | 2 4            | 2 4                       |
| Russel Square.....            | 0 8           | 2 0                    | 2 4                    | 1 8            | 2 0                       |
| Red Lion, Strand.....         | 1 4           | 2 4                    | 2 0                    | 1 4            | 1 8                       |
| St. James's Palace.....       | 1 8           | 2 0                    | 2 0                    | 2 0            | 2 4                       |
| St. Paul's, Ludgate hill....  | 1 8           | 2 8                    | 2 4                    | 1 0            | 1 4                       |
| Shoreditch church.....        | 2 0           | 3 4                    | 3 0                    | 1 4            | 0 8                       |
| Smithfield.....               | 1 8           | 2 8                    | 2 4                    | 1 0            | 1 0                       |
| Snow hill, King's arms....    | 1 4           | 2 8                    | 2 4                    | 1 0            | 1 4                       |
| Soho Square.....              | 1 0           | 1 8                    | 2 0                    | 2 0            | 2 0                       |
| Somerset House.....           | 1 4           | 2 4                    | 2 0                    | 1 4            | 2 0                       |
| Sessions House, Clerkenwell   | 1 4           | 2 8                    | 2 8                    | 1 4            | 1 4                       |
| Southwark Bridge.....         | 2 0           | 3 0                    | 2 0                    | 0 8            | 1 0                       |
| St. Luke's Hospital.....      | 1 8           | 3 0                    | 3 0                    | 1 4            | 1 0                       |
| Stones end, Borough.....      | 2 4           | 3 4                    | 1 8                    | 0 8            | 1 4                       |
| Temple Bar.....               | 1 4           | 2 4                    | 2 0                    | 1 4            | 1 8                       |
| The Tower.....                | 2 4           | 3 4                    | 2 8                    | 1 0            | 1 0                       |
| Vauxhall Bridge Surrey side   | 2 4           | 2 8                    | 0 8                    | 1 8            | 2 8                       |
| Victoria Theatre.....         | 1 8           | ..                     | 1 4                    | ..             | 1 8                       |
| Waterloo Bridge, Surrey side  | 1 4           | 2 4                    | 1 8                    | 1 0            | 1 8                       |
| Watling street, Queen street  | 1 8           | 3 0                    | 2 0                    | 1 0            | 1 0                       |
| Westminster Ab., West door    | 1 8           | 2 4                    | 1 4                    | 1 8            | 2 4                       |
| Westminster Bridge centre..   | 1 8           | 2 4                    | 1 4                    | 1 8            | 2 0                       |
| Whitechapel.....              | 2 8           | 3 8                    | 2 8                    | 1 0            | 0 8                       |
| White Conduit House....       | 1 0           | 2 4                    | 3 4                    | 2 0            | 1 8                       |
| Zoological gard. Regent's pk. | 1 4           | 2 0                    | 3 4                    | 3 4            | 3 4                       |

N. B. The above Fares being calculated from the respective stands, the charges will vary when parties are taken up at other places. The fares to and from the railways are measured from the *entrances*, and an increase may be claimed when the vehicle is called from any neighbouring stand, or when it enters the yard, to take up or set down.

FARES BY TIME.—For any Time not exceeding thirty minutes, 8d.; above thirty minutes and not exceeding forty-five, 1s.; above forty-five minutes and not exceeding one hour, 1s. 4d.; and so on at the rate of 4d. for every fifteen minutes, or fractional part of fifteen minutes.

The driver may charge by time or distance, but not for both.

A two-horse coach charged one-half more.

# BIRMINGHAM CAB FARES

FROM THE RAILWAY STATION, CURZON STREET,

| TO                              | s | d | TO                              | s | d |
|---------------------------------|---|---|---------------------------------|---|---|
| Albion hotel .....              | 1 | 0 | Islefield bridge, Monumt-rd.    | 2 | 0 |
| Botanic gardens, Edgbaston      | 2 | 6 | News room .....                 | 1 | 0 |
| Bell inn, Bristol road .....    | 1 | 6 | Old square, Stork hotel .....   | 1 | 0 |
| Brmng. Canal off. Paradise-stl  | 0 | 0 | Post office .....               | 1 | 0 |
| Crescent (any part) .....       | 1 | 6 | Plough & Harrow, Hagley rd.     | 2 | 6 |
| Dee's Royal hotel .....         | 1 | 0 | Swan hotel .....                | 1 | 0 |
| Deaf & Dumb Institutions .....  | 2 | 6 | St. Martin's church .....       | 1 | 0 |
| Deritend bridge .....           | 1 | 0 | St. Philip's ch. (Dee's hotel)  | 1 | 0 |
| Edg baston church, by Bris. rd. | 6 | 6 | St. George's church .....       | 1 | 0 |
| " by Broad street               | 3 | 0 | St. Mary's chapel .....         | 1 | 0 |
| Edgbaston, Wellington st.       | 2 | 0 | St. Paul's chapel, Ludgate hill | 1 | 6 |
| Fair View House, Hagley rd.     | 2 | 6 | Sand pits Tollgate .....        | 2 | 0 |
| Five ways Tollgate .....        | 2 | 0 | Trinity chapel, Deritend ..     | 1 | 6 |
| Free school, New street .....   | 1 | 0 | Town Hall .....                 | 1 | 0 |
| General Hospital .....          | 1 | 0 | Theatre .....                   | 1 | 0 |
| Hen and Chickens hotel .....    | 1 | 0 |                                 |   |   |

The Omnibus charge is 6d each to or from the station and the centre of the town. All the principal hotels and inns are within 1 mile of the station.

# BRISTOL FLY FARES

FROM THE GREAT WESTERN RAILWAY STATION,

| TO                             | s | d | TO                               | s | d |
|--------------------------------|---|---|----------------------------------|---|---|
| Bell Vue, Clifton .....        | 1 | 4 | King's parade .....              | 1 | 8 |
| Berkeley square .....          | 1 | 0 | Lawford's gate, Bridewell ..     | 1 | 0 |
| Blackbird's gate, Stapleth rd  | 1 | 8 | Montague parade .....            | 1 | 4 |
| Bottom of Horfield road .....  | 1 | 0 | Mr. Tyndal's gate .....          | 1 | 4 |
| Bottom of Park street .....    | 1 | 0 | 1 Mile stone, Glo'ster road      | 1 | 8 |
| College street .....           | 1 | 0 | 1 Mile stone at Baptist mills    | 1 | 8 |
| Con. pound, Durdham down       | 2 | 0 | Opposite Mr. Walker's house,     |   |   |
| Cross roads, Glo'ster road ..  | 1 | 4 | Redland .....                    | 2 | 0 |
| Cumberland basin .....         | 1 | 8 | Public house called the Glass    |   |   |
| Dowry parade .....             | 1 | 8 | house, Lawrence hill .....       | 1 | 4 |
| Glo'ster row, by Richmd. ter.  | 2 | 0 | Redland court, thro' Stoke's     |   |   |
| Glo'ster hotel. Hotwells ..... | 1 | 8 | croft .....                      | 1 | 8 |
| Great Western Cotton works     | 1 | 8 | Rownam Ferry, by N gaol          | 1 | 8 |
| Hotwell house, .....           | 2 | 0 | Royal Western hotel, Coll. pl.   | 1 | 8 |
| Hotwell house, via New Gaol    | 1 | 8 | Saville, by Richmond terrace     | 1 | 8 |
| House, called White Ladies     | 2 | 4 | St. Matthew's church .....       | 1 | 4 |
| Inns or coach offices in)      |   |   | Top of Stoke's croft .....       | 1 | 0 |
| Bath st, Thomas st, High       | 1 | 0 | White hart, Limekiln lane ..     | 1 | 0 |
| st, Corn st, Wine street,      |   |   | Saville place, Berkeley place .. | 1 | 4 |
| Broadmead, or North st)        |   |   | Zoological gardens .....         | 2 | 4 |

One-third more than the above fares may be charged for every person exceeding three inside, or two inside and one outside

# MANCHESTER COACH & CAB FARES,

FROM THE  
LIVERPOOL, LEEDS, AND BIRMINGHAM RAILWAY  
STATIONS.

A Two-Horse charged one-third more than a One-Horse Coach

| FROM                              | Liverpool<br>Station,<br>Liverpool<br>road. | Leeds<br>Station,<br>Oldham<br>road. | Birming-<br>ham statn.<br>Store<br>street. |
|-----------------------------------|---------------------------------------------|--------------------------------------|--------------------------------------------|
|                                   | 1 H. Cab.<br>s d s d                        | 1 H. Cab.<br>s d s d                 | 1 H. Cab.<br>s d s d                       |
| Albion Hotel, Piccadilly .....    | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Banks, to all in the town .....   | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Blackfriars' inn .....            | 1 81 3                                      | 1 41 0                               | 1 41 0                                     |
| Birmingham Railway station ..     | 1 00 9                                      | 1 41 0                               | 2 82 0                                     |
| Bolton Railway station .....      | 1 00 9                                      | 1 41 0                               | 1 00 9                                     |
| Bush inn, Deansgate .....         | 1 00 9                                      | 2 01 6                               | 2 82 0                                     |
| Cemetery, Ardwick .....           | 2 41 9                                      | 2 01 6                               | 2 82 0                                     |
| " Harpurhey .....                 | 3 02 3                                      | 1 81 3                               | 1 41 0                                     |
| " Rusholme road .....             | 1 81 3                                      | 1 81 3                               | 2 82 0                                     |
| " Cheetham hill .....             | 3 42 6                                      | 3 82 9                               | 1 41 0                                     |
| Clarence inn, Spring gardens ..   | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| Commercial inn, Market street ..  | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| Corn Exchange .....               | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| Exchange, Market place .....      | 1 00 9                                      | 1 41 0                               | 1 41 0                                     |
| King's arms, Deansgate .....      | 1 00 9                                      | 1 41 0                               | 1 41 0                                     |
| Hayward's hotel, Bridge street .. | 1 00 9                                      | 1 41 0                               | 1 81 3                                     |
| Leeds Railway station .....       | 2 01 6                                      | 2 01 6                               | 1 81 3                                     |
| Liverpool & Manchester railway .. | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Mosley arms, Piccadilly .....     | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Piccadilly coach stand .....      | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Post Office, Brown street .....   | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Royal hotel, Mosley street .....  | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Rainbow tavern, Market street ..  | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Royal Institution .....           | 1 81 3                                      | 3 02 3                               | 2 82 0                                     |
| School for the Deaf and Dumb ..   | 1 00 9                                      | 1 41 0                               | 1 41 0                                     |
| Star inn, Deansgate .....         | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| St. Ann's square Coach stand ..   | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| St. Peter's Coach stand .....     | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Talbot inn, Market street .....   | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Thatched House tavern .....       | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Theatre Royal .....               | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Town Hall, King street .....      | 1 00 9                                      | 1 81 3                               | 1 00 9                                     |
| " Salford .....                   | 1 00 9                                      | 1 81 3                               | 1 00 9                                     |
| Zoological Gardens .....          | 3 02 3                                      | 2 82 0                               | 0 3 9                                      |

## LIVERPOOL COACH AND CAR FARES

FROM THE  
RAILWAY STATION, LIME STREET.

| Coach                      | Car     | Coach                        | Car     |
|----------------------------|---------|------------------------------|---------|
| s                          | d       | s                            | d       |
| Abercromby-square ....     | 1 6 1 0 | Childwall .....              | 5 0 4 0 |
| Adelphi hotel .....        | 1 0 0 8 | Clarence Dock (centre g)     | 2 6 1 8 |
| Aigburth Church .....      | 5 6 3 8 | Clayton-square .....         | 1 0 0 8 |
| Anfield house .....        | 3 0 2 0 | County House of Correc       | 3 0 2 0 |
| — house .....              | 3 6 2 4 | Custom-house .....           | 1 6 1 0 |
| Angel hotel .....          | 1 0 0 8 | Duke-st, end Hanover-st.     | 1 0 0 8 |
| Ashfield .....             | 5 6 3 8 | — end Berry-street           | 1 6 1 0 |
| Beacon's-gutter .....      | 2 6 1 8 | Duke's-place .....           | 1 6 1 0 |
| Bedford-st, north of Aber- |         | Edge-hill Coffee House       | 2 0 1 4 |
| cromby-square .....        | 1 6 1 0 | Edge-lane hall .....         | 2 6 1 8 |
| — south of ditto .....     | 2 0 1 4 | Everton village, west end    | 1 6 1 0 |
| Berry-st, end Knight-st    | 1 0 0 8 | Brow, end of Nether-         |         |
| Bevington-bush, top end    | 1 6 1 0 | field-road south ..          | 1 6 1 0 |
| Bold-st .....              | 1 0 0 8 | Crescent .....               | 1 6 1 0 |
| Bootle Lower rd. south end | 3 0 2 0 | Netherfield-rd. south        | 2 0 1 4 |
| First Toll-bar .....       | 3 6 2 4 | Ditto north end              | 2 6 1 8 |
| Bootle Church & Village    | 5 0 3 4 | St. Ann's hill .....         | 3 6 2 4 |
| Borough Gaol .....         | 2 0 1 4 | Fairfield, London-road       | 2 6 1 8 |
| Botanic Garden (New)       | 2 6 1 8 | Falkner-st, end Bedford-st   | 1 6 1 0 |
| Boundary-street, Kirk-     |         | — end Smithdown-lane         | 2 0 1 4 |
| dale road, end of .....    | 2 6 2 8 | Falkner-terrace, Upper       |         |
| Breck-lane, end White-     |         | Parliament-st. ..            | 2 0 1 0 |
| field-lane .....           | 2 6 1 8 | Fox-st, end G. Homer-st.     | 1 6 1 0 |
| Breck-house .....          | 3 6 2 4 | George's-pier .....          | 1 6 1 0 |
| Brook-ho, Smithdown-la     | 3 6 2 4 | Gilead-house, Kensington     | 2 0 1 4 |
| Brougham-terrace .....     | 1 6 1 0 | Glooucester pl. (centre of)  | 1 6 1 0 |
| Brownlo-st, end Dover-st   | 1 0 0 8 | Grintfield-street, Smith-    |         |
| — end Brownlow-hill ..     | 1 6 1 0 | — down-lane .....            | 2 0 1 4 |
| Brunswick-dock (centre)    | 2 6 1 8 | Gt. Geo's-st., St. James-st. | 1 6 1 0 |
| Cabbage-hall .....         | 3 0 2 0 | Gt. Homer-st, end Fox-st.    | 1 6 1 0 |
| Calderstones, Allerton ..  | 6 0 4 0 | Gt. Mersev-st, Kirkdale      | 2 6 1 8 |
| Canal Packet Station.      |         | Gt. Oxford-st. N. southe     | 2 0 1 4 |
| Leeds-street .....         | 1 6 1 0 | — north end                  | 2 0 1 4 |
| Canning-st. N. Cemetery    | 1 6 1 0 | Hanover-st, Duke-st ..       | 1 0 0 8 |
| Percy-street .....         | 1 6 1 0 | Canning-place .....          | 1 6 1 0 |
| Grove-street .....         | 2 0 1 4 | Heathfield-house .....       | 5 0 3 4 |
| Cattle Market (New) ..     | 3 6 2 4 | Hope-st, to Canning-st.      | 1 6 1 0 |
| Cemetery (New) .....       | 6 1 0 0 | — to Up. Parliament-st.      | 2 0 1 4 |
| Chatham-street .....       | 2 0 1 4 | Huskisson-st, Chatham-       |         |
| Chester-st, Upper War-     |         | — street .....               | 2 0 1 4 |
| wick-street .....          | 2 0 1 4 | Islington-sq, end Shaw-st    | 1 0 0 8 |

(OVER)

| Coach                      | Car     | Coach                      | Car     |
|----------------------------|---------|----------------------------|---------|
| s                          | d       | s                          | d       |
| Kensington to Mr Carvers   | 1 6 1 0 | Seacombe-slip .....        | 1 6 1 0 |
| Queen's Arms Hotel .....   | 1 6 1 0 | Seel-street .....          | 1 0 0 8 |
| Kirkdale, Liver inn .....  | 2 6 1 8 | Shaw-street, Islington ..  | 1 6 1 0 |
| Lark-hill (West Derby)     | 4 6 3 0 | — Everton Brow             | 1 6 1 0 |
| Low-hill .....             | 1 6 1 0 | Smithdown lane, end of     |         |
| Marybone, end Gt. Cross    |         | Lodge-lane .....           | 2 6 1 8 |
| — hall-street .....        | 1 0 0 8 | Soho-st, end W. Henry-st   | 1 0 0 8 |
| Moss-st, Islington-sq ..   | 1 0 0 8 | South Shore (tall house)   | 3 0 2 0 |
| — London-road .....        | 1 6 1 0 | Spekelands .....           | 2 6 1 8 |
| Mount-pleasant, end of     |         | Stanhope-street .....      | 2 0 1 4 |
| Hope-street .....          | 1 6 1 0 | St. Ann's Church .....     | 1 0 0 8 |
| Necropolis, Low hill ..    | 1 6 1 0 | St. Anthony's Chapel ..    | 2 0 1 4 |
| Netherfield-road North,    |         | St. James' Market .....    | 1 6 1 0 |
| Mr. Earle's house .....    | 2 0 1 4 | St. James' walk, Upper     |         |
| Newsham-house .....        | 2 6 1 8 | Parliament-street ..       | 2 0 1 4 |
| Oak-hill, Old Swan .....   | 4 6 3 0 | St. Martin's Market ..     | 1 6 1 0 |
| Old Swan .....             | 4 0 2 8 | St. Michael's Ch. Pitt-st. | 1 6 1 0 |
| Oxford-st, Crown st ..     | 2 0 1 4 | St. Patrick's Chapel, St.  |         |
| Paddington, half way up    | 1 6 1 0 | James' .....               | 2 0 1 4 |
| Park-lane, end Kent-st.    | 1 6 1 0 | Town-hall .....            | 1 6 1 0 |
| Parliament-st, Queensdk    | 2 6 1 8 | Toxteth-park, High-park    |         |
| Pembroke-place, end of     |         | Coffee house .....         | 2 6 1 8 |
| Ashton-street .....        | 1 0 0 8 | Lower park Coffee-h.       | 3 0 2 0 |
| Pythian-st, Low-hill (cen) | 1 6 1 0 | The Dingle .....           | 3 6 2 4 |
| Plumbe's-hall .....        | 2 6 1 8 | Herculaneum pottery        | 3 6 2 4 |
| Prince's dock, center ga.  | 2 0 1 4 | St. Michael's church       | 4 0 2 8 |
| Basin .....                | 2 6 1 8 | Fulwood lodge .....        | 4 6 3 0 |
| Queen's dock, Norfolk-st.  | 2 0 1 4 | Otterspool .....           | 5 0 3 4 |
| Queen's-square .....       | 1 0 0 8 | Tue-brook .....            | 3 6 2 4 |
| Railway Sta. Wapping ..    | 2 0 1 4 | Vauxhall-rd, end Leeds-st  | 1 6 1 0 |
| Ranelagh-place .....       | 1 0 0 8 | Burlington-st .....        | 1 6 1 0 |
| Richmond-hill, Breck-la.   | 3 0 2 0 | Leigh bridge .....         | 2 0 1 4 |
| Rodney-st, Lece st .....   | 1 0 0 8 | Warwick-street, Park-rd    | 2 0 1 4 |
| Mount-pleasant .....       | 1 0 0 8 | Waterloo hotel .....       | 1 0 0 8 |
| Rodney-st, Duke-street     | 1 6 1 0 | Wavertree .....            | 4 0 2 8 |
| Rosecommon-st, bot. end    | 1 6 1 0 | Wellington-road .....      | 2 6 1 8 |
| — Netherfield-rd. south    | 2 0 1 4 | West Derby Chapel .....    | 5 0 3 4 |
| Royal hotel .....          | 1 0 0 8 | West Derby-street .....    | 1 6 1 0 |
| Sandhill's-bridge .....    | 3 0 2 0 | Williamson-square .....    | 1 0 0 8 |
| Saracen's-head inn .....   | 1 0 0 8 | Windsor-st, Up. Hill-st    |         |
| Scotland-place .....       | 1 0 0 8 | Harrington .....           | 2 0 1 4 |
| Scotland-rd. Mile end ..   | 1 6 1 0 | Zoological Gardens ..      | 2 0 1 4 |

FARES.—The fare of every Carriage, being a Coach, for a distance not exceeding one thousand yards, one shilling; exceeding one thousand yards and not exceeding one thousand seven hundred yards, one shilling and sixpence; and for each seven hundred yards, or any intermediate distance, the additional sum of sixpence.—Car fares one-third less.

# LEEDS HACKNEY COACH FARES.

For Coaches with four wheels From 7 in the morning till 12 at night

## BY TIME.

|                                              |    |    |
|----------------------------------------------|----|----|
| Not exceeding first quarter of an hour ..... | 1s | 0d |
| Every succeeding quarter of an hour .....    | 0  | 6  |
| For every day not exceeding 12 hours .....   | 18 | 0  |

## BY DISTANCE.

|                                                                                                |   |   |
|------------------------------------------------------------------------------------------------|---|---|
| Not exceeding two-thirds of a mile .....                                                       | 1 | 0 |
| Exceeding two-thirds of a mile, but not exceeding 1 mile ..                                    | 1 | 6 |
| For every distance not exceeding one-third of a mile after<br>the first mile, additional ..... | 0 | 6 |
| For every passenger above four an addition of one-fourth<br>of the whole fare.                 |   |   |
| For every stoppage (after the 1st fare) to take 2 or more up ..                                | 0 | 6 |
| For every quarter of an hour waiting, after being called<br>or sent for, additional .....      | 0 | 6 |
| Persons calling a Coach and not using it .....                                                 | 1 | 0 |
| Coaches taken through a Tollgate where mileage is due,<br>for every mile, additional .....     | 0 | 3 |

Where any Coach is sent for and not used, the sum charged to be according to the distance from the Stand or other place where engaged, to the place where sent to, with an additional charge for waiting, if any due.

Where the fare for any Coach, &c. with 4 wheels, amounts to 4s., or for any Car, &c. with two wheels, to 3s., the person or persons hiring the same to be at liberty to detain the same not exceeding one hour, and return again for half fare.

The driver or owner to be at liberty to charge either for time or distance, at his option.

Where any Coach or other carriage, with four wheels or two wheels, shall take up a fare, between the hours of 12 o'clock at night and 7 o'clock in the morning, (which the owner or driver may, at his option, elect or decline to do), such owner or driver shall be entitled to demand and receive double the fares above-mentioned; which fares shall be deemed a compensation for any reasonable luggage\* which the passenger may have with him.

The Omnibus charges are 6d. each to all parts of the town, with 112 lbs. of luggage to each person.

\* This applies both to night and day fares.

# GLASGOW HACKNEY COACH FARES.

## ONE SHILLING FARES.—HALF MILE.

*From the stand at the Cross, to*  
Sidney street, Gallowgate—High Church—Royal Exchange—  
South End of Old Bridge.

*From the stand, foot of Glassford street, to*  
Foot of Jamaica street—St. George's Church—York street,  
Argyll street—Portland street, Carlton Place.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
Henrietta street, Gallowgate.

*From the stand, Maxwell street, to*  
Mains street, Argyll street—Carlton Place—Brown street,  
Broomielaw—John street, George street—Renfield street, St.  
Vincent street.

*From the stand, West George street, near Renfield street to*  
Woodside street, Garscube road—Oswald street, Broomielaw  
—Albion street, George street.

*From the stand, south side of George Square, to*  
Cowcaddens Toll—North End of Glasgow Bridge—Byths-  
wood Place—North End of Old Bridge.

*From the stand, Steam Boat Quay, to*  
Cranston Hill—North End of Glasgow Bridge.

## One Shilling and Sixpence.—One mile.

*From the stand at the Cross, to*  
St. Rollox, Monkland Canal—Gorbals Church Yard—East  
End of Sauchiehall road.

*From the stand, foot of Glassford street, to*  
Port-Eglington—Clyde street, Broomielaw—Maitland street,  
Maxwellton place—Cowcaddens.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
York street, Argyll street—St. George's Church—Camlachie  
Toll—Foot of Jamaica street.

*From the stand, Maxwell street, to*  
West End of Anderston—Cavalry Barracks—Steam Boat  
Quay—Port-Dundas road—Infirmary.

*From the stand, West George street, near Renfield street, to*  
Black Quarry Toll—Port-Eglington, West End of Anderston—  
South End of Hutcheson Bridge—Port Dundas.

*From the stand, south side of George Square, to*  
Port Dundas—Monkland Canal Basin—Steam Boat Quay.

*From the Stand, Steam Boat Quay, to*  
George Square—Hutcheson Bridge—Eglington street.

**Two Shillings and Threepence.**

ONE AND HALF MILE.

*From the stand at the Cross, to*  
 Botanic Gardens—Sighthill—Port-Eglinton—Steam Boat Quay  
 —Rutherglen Bridge.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
 West End of Anderston—Clyde street, Broomielaw.

*From the stand, Maxwell street, to*  
 Sandyford Toll—Black Quarry Toll.

*From the stand, West George street, near Renfield street, to*  
 Sandyford Toll—Whitevale.

*From the stand, south side of George Square, to*  
 Botanic Garden—Lodge-my-Loons—Hamilton Hill.

*From the stand, Steam Boat Quay, to*  
 Infantry Barracks—Blythswood Place—Kensington Place.

**Two Shillings and Sixpence.**

ONE AND THREE-QUARTERS MILE.

*From the stand at the Cross, to*  
 Shawfield Toll—Flemington—Port-Eglinton Toll—Sawmillfield.

*From the stand, foot of Glasford street, to*  
 Strathbungo—Carmyle Toll—Sighthill—St. George's road.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
 Finnieston road, Dumbarton road—Muirhouse Toll—Sighthill.

*From the stand, Maxwell street, to*  
 St. George's road.

*From the stand, West George street, near Renfield street, to*  
 Campbellfield, Gallowgate—Strathbungo—Barrowfield Toll.

*From the stand, south side of George Square to*  
 Sighthill—Strathbungo—Shawfield Printfield.

*From the stand, Steam Boat Quay, to*  
 Port-Dundas—Garnethill—Green street, Great Hamilton st.

**Southampton Flies.**

To or from the Railway Terminus or any of the Hotels, or to  
 any part of the town at the following fares:—

|                                                                      | 1 H.         | 2 H.         |
|----------------------------------------------------------------------|--------------|--------------|
| <b>FLYS. (Luggage included.)</b>                                     | <i>s. d.</i> | <i>s. d.</i> |
| To the Pier, and all below the Bar .....                             | 1 0          | 1 6          |
| To any part above Bar, or within the<br>boundaries of the Town ..... | 1 6          | 2 0          |
| To Four-post, Highfield, and Portwood ....                           | 2 6          | 3 0          |
| <i>Barrowmen and Porters.</i>                                        | <i>s. d.</i> | <i>s. d.</i> |
| To the Pier, and all below the Market .....                          | 1 0          |              |
| To above the Market, and within the Bar                              | 1 6          |              |
| To above the Bar .....                                               | 2 0          |              |

**DUBLIN COACH AND CAR FARES.**

**Note.**—All public carriages are under the control of the Magistrates of the head office of Police, Exchange Court, Royal Exchange, to whom complaints against owners or drivers are to be preferred, within fourteen days after the offence is committed.

**RATES ACCORDING TO TIME.**

|                                                                           | From 6 a.m.<br>to 12 Night. |                      | From 12 Night<br>to 6 a.m. |                     |
|---------------------------------------------------------------------------|-----------------------------|----------------------|----------------------------|---------------------|
|                                                                           | Coach                       | Car                  | Coach                      | Car                 |
| A Set down within the public lights,<br>if within the Circular Road ..... | <i>s. d.</i><br>1 4         | <i>s. d.</i><br>0 10 | <i>s. d.</i><br>2 0        | <i>s. d.</i><br>1 3 |
| Beyond the Circular Road, and with-<br>in the Royal and Grand Canals ..   | 1 6                         | 1 0                  | 2 2                        | 1 6                 |
| For the first hour .....                                                  | 2 0                         | 1 3                  | 2 0                        | 1 3                 |
| For every hour after .....                                                | 1 6                         | 0 8                  | 2 0                        | 1 3                 |
| For twelve hours .....                                                    | 12 6                        | 7 0                  | —                          | —                   |

Fares of Carriages plying as stages between Dublin and Kingstown:—

For an inside seat in a Coach or Caravan, drawn  
by two or more horses .....

1 6

For an outside seat on same .....

0 8

Those carriages cannot be compelled to leave Kingstown road, except by private agreement.

All carriages to travel at the rate of five miles per hour, at the least.

Carriages are deemed on their stand wherever met, provided they be not at the time actually engaged.

A set-down implies going to any of the places, rated, and returning with the employer, provided there be not a delay of more than fifteen minutes.

If there be a delay of more than fifteen minutes caused by the employer at any place rated, the driver may charge the set-down there, and for every half-hour after, at the same rate as if taken by the hour.

Drivers of carriages or cars have the choice of being paid either the fare to any of the places rated, or by the hour; but in no case to exceed a day's fare.

Each carriage or car to carry four grown persons and 30lbs. of luggage, or a child on the lap, and no more, except by agreement with the driver.

The owners and drivers of carriages and cars are required by the Magistrates to have a book of the fares always with them when employed by the public, to produce to them for their information, and any driver neglecting to have such book of fares, or refusing to produce it when demanded, by the person hiring the same, is liable to a penalty of twenty shillings.

## TABLE

## OF THE LATITUDES AND LONGITUDES,

And consequent Difference of Time, in *minutes* and *seconds*, compared with GREENWICH, of some of the principal Towns and Ports in the Empire; from which also the difference of time at any two places named in the Table, may readily be found.

## ENGLAND AND WALES.

| Names of Places, &c. | Latitude N. | Longitude | Time, fast or slow<br>as compared<br>with Greenwich |         |
|----------------------|-------------|-----------|-----------------------------------------------------|---------|
|                      |             |           | MIN.                                                | SEC.    |
| Bangor .. ..         | 53 14       | 4 6 w     | 16                                                  | 24 slow |
| Barnsley .. ..       | 53 34       | 1 32 w    | 6                                                   | 8 slow  |
| Bath .. ..           | 51 23       | 2 22 w    | 9                                                   | 28 slow |
| Berwick .. ..        | 55 47       | 2 0 w     | 8                                                   | 0 slow  |
| Birmingham ..        | 52 30       | 1 53 w    | 7                                                   | 32 slow |
| Bolton .. ..         | 53 35       | 2 26 w    | 9                                                   | 44 slow |
| Bridgewater ..       | 51 8        | 2 59 w    | 11                                                  | 56 slow |
| Brighton .. ..       | 50 50       | 0 8 w     | 0                                                   | 32 slow |
| Bradford, York ..    | 53 48       | 1 47 w    | 7                                                   | 8 slow  |
| Bristol .. ..        | 51 27       | 2 35 w    | 10                                                  | 20 slow |
| Buxton .. ..         | 53 15       | 1 55 w    | 7                                                   | 40 slow |
| Cambridge .. ..      | 52 13       | 0 6 E     | 0                                                   | 24 fast |
| Canterbury .. ..     | 51 18       | 1 4 E     | 4                                                   | 16 fast |
| Carlisle .. ..       | 54 53       | 2 54 w    | 11                                                  | 36 slow |
| Cheltenham .. ..     | 51 54       | 2 4 w     | 8                                                   | 16 slow |
| Chester .. ..        | 53 11       | 2 53 w    | 11                                                  | 32 slow |
| Coventry .. ..       | 52 24       | 1 30 w    | 6                                                   | 0 slow  |
| Croydon .. ..        | 51 23       | 0 7 E     | 0                                                   | 28 fast |
| Darlington .. ..     | 54 32       | 1 34 w    | 6                                                   | 16 slow |
| Derby .. ..          | 52 56       | 1 28 w    | 5                                                   | 52 slow |
| Dover .. ..          | 51 8        | 1 18 E    | 5                                                   | 12 fast |
| Dungeness Lt. house  | .. ..       | 0 58 E    | 3                                                   | 52 fast |
| Durham .. ..         | .. ..       | 1 30 w    | 6                                                   | 0 slow  |
| Eddystone Lt. house  | 50 11       | 4 17 w    | 17                                                  | 8 slow  |
| Exeter .. ..         | 50 43       | 3 32 w    | 14                                                  | 8 slow  |
| Falmouth .. ..       | 50 9        | 5 4 w     | 20                                                  | 16 slow |
| Gloucester .. ..     | 51 52       | 2 14 w    | 8                                                   | 56 slow |
| Halifax .. ..        | 53 44       | 1 52 w    | 7                                                   | 28 slow |
| Holyhead .. ..       | 53 19       | 4 38 w    | 18                                                  | 32 slow |
| Hull .. ..           | 53 45       | 0 20 w    | 1                                                   | 20 slow |
| Ipswich .. ..        | 52 4        | 1 8 E     | 4                                                   | 32 fast |
| Lancaster .. ..      | 54 3        | 2 47 w    | 11                                                  | 8 slow  |

## ENGLAND AND WALES.

| Names of Places, &c. | Latitude N. | Longitude | Time, fast or slow<br>as compared<br>with Greenwich |         |
|----------------------|-------------|-----------|-----------------------------------------------------|---------|
|                      |             |           | MIN.                                                | SEC.    |
| Land's End ..        | 50 5        | 5 43 w    | 22                                                  | 52 slow |
| Leeds .. ..          | 53 48       | 1 34 w    | 6                                                   | 16 slow |
| Leicester .. ..      | 52 38       | 1 8 w     | 4                                                   | 32 slow |
| Lincoln .. ..        | 53 14       | 0 33 w    | 2                                                   | 12 slow |
| Liverpool .. ..      | 53 25       | 2 59 w    | 11                                                  | 56 slow |
| Lizard Light ..      | 49 57       | 5 13 w    | 20                                                  | 52 slow |
| London, Saint Paul's | 51 31       | 0 5 w     | 0                                                   | 22 slow |
| Macclesfield ..      | 53 16       | 2 8 w     | 8                                                   | 32 slow |
| Manchester ..        | 53 29       | 2 13 w    | 8                                                   | 52 slow |
| Merthyr Tydvil ..    | 51 44       | 3 22 w    | 13                                                  | 28 slow |
| Newcastle-on-Tyne    | 54 59       | 1 37 w    | 6                                                   | 28 slow |
| Northampton ..       | 52 14       | 0 54 w    | 3                                                   | 36 slow |
| Norwich .. ..        | 52 38       | 1 18 E    | 5                                                   | 12 fast |
| Nottingham .. ..     | 52 58       | 1 9 w     | 4                                                   | 36 slow |
| Oxford .. ..         | 51 45       | 1 15 w    | 5                                                   | 1 slow  |
| Plymouth .. ..       | 50 23       | 4 7 w     | 16                                                  | 29 slow |
| Portsmouth ..        | 50 47       | 1 6 w     | 4                                                   | 24 slow |
| Preston .. ..        | 53 46       | 2 41 w    | 10                                                  | 44 slow |
| Ramsgate .. ..       | 51 21       | 1 24 E    | 5                                                   | 36 fast |
| Rochdale .. ..       | 53 37       | 2 9 w     | 8                                                   | 36 slow |
| Rugby .. ..          | 52 22       | 1 15 w    | 5                                                   | 0 slow  |
| Scarborough ..       | 54 17       | 1 24 w    | 1                                                   | 36 slow |
| Selby .. ..          | 53 47       | 1 3 w     | 4                                                   | 12 slow |
| Shields .. ..        | 55 0        | 1 26 w    | 5                                                   | 44 slow |
| Sheffield .. ..      | 53 23       | 1 30 w    | 6                                                   | 0 slow  |
| Southampton ..       | 50 54       | 1 24 w    | 5                                                   | 36 slow |
| Stafford .. ..       | 52 48       | 2 7 w     | 8                                                   | 28 slow |
| Stockport .. ..      | 53 25       | 2 9 w     | 8                                                   | 36 slow |
| Stockton-on-Tees     | 54 34       | 1 19 w    | 5                                                   | 16 slow |
| Sunderland .. ..     | 54 55       | 1 23 w    | 5                                                   | 32 slow |
| Wakefield .. ..      | 53 41       | 1 32 w    | 6                                                   | 8 slow  |
| Wigan .. ..          | 53 33       | 2 38 w    | 9                                                   | 52 slow |
| Winchester ..        | 51 4        | 1 19 w    | 5                                                   | 16 slow |
| Windsor .. ..        | 51 29       | 0 37 w    | 2                                                   | 28 slow |
| Wolverhampton ..     | 52 35       | 2 8 w     | 8                                                   | 32 slow |
| Worcester .. ..      | 52 12       | 2 13 w    | 8                                                   | 52 slow |
| Yarmouth .. ..       | 52 36       | 1 46 E    | 7                                                   | 4 fast  |
| York .. ..           | 53 58       | 1 6 w     | 4                                                   | 24 slow |

## ISLE OF MAN.

|               |       |        |    |        |
|---------------|-------|--------|----|--------|
| Douglas .. .. | 54 11 | 4 30 w | 18 | 0 slow |
|---------------|-------|--------|----|--------|

m Morning. a Afternoon.

| ☉ New Moon.   | 1st day SUNDAY. | 2nd day MONDAY. | 3rd day TUESDAY. | 4th day WEDNESDAY. | 5th day THURSDAY. | 6th day FRIDAY. | 7th day SATURDAY. |
|---------------|-----------------|-----------------|------------------|--------------------|-------------------|-----------------|-------------------|
| ☾ First Quar. |                 |                 |                  |                    |                   |                 |                   |
| ☾ Full Moon.  |                 |                 |                  |                    |                   |                 |                   |
| ☾ Last Quar.  |                 |                 |                  |                    |                   |                 |                   |

| JAN.       | S  | M  | T  | W  | T  | F  | S  |
|------------|----|----|----|----|----|----|----|
| 1st Month  |    |    |    |    |    |    |    |
| ☉ 8, 11.8a | 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| ☉ 1627.8m  | 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| ☉ 23, 1.1m | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| ☉ 30, 1.1a | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
|            | 29 | 30 | 31 |    |    |    |    |

| FEB.         | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 2d Month     |    |    |    |    |    |    |    |
| ☉ 7, 32.4a   | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| ☉ 14, 9.8a   | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☉ 21, 45.10m | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|              | 26 | 27 | 28 |    |    |    |    |

| MARCH        | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 3rd Month    |    |    |    |    |    |    |    |
| ☉ 1, 2.6 m   | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| ☉ 9, 48.9 m  | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☉ 16, 58.5 m | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☉ 22, 33.10a | 26 | 27 | 28 | 29 | 30 | 31 |    |
| ☉ 30, 48.11a |    |    |    |    |    |    |    |

| APRIL        | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 4th Month    |    |    |    |    |    |    |    |
| ☉ 7, 6.11 a  | 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| ☉ 14, 29.2 a | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| ☉ 21, 24.0a  | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☉ 29, 18.4a  | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
|              | 30 |    |    |    |    |    |    |

| MAY          | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 5th Month    |    |    |    |    |    |    |    |
| ☉ 7, 24.8 m  | 7  | 8  | 9  | 10 | 11 | 12 | 13 |
| ☉ 13, 34.10a | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| ☉ 21, 54.3 m | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| ☉ 29, 54.6 m | 28 | 29 | 30 | 31 |    |    |    |

| JUNE         | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 6th Month    |    |    |    |    |    |    |    |
| ☉ 5, 35.2 a  | 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| ☉ 12, 10.7 m | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| ☉ 19, 29.8a  | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| ☉ 27, 20.7a  | 25 | 26 | 27 | 28 | 29 | 30 |    |

QUARTERLY  
TERMS.

| Lady, 25 Mar  | SUNDAY. | MONDAY. | TUESDAY. | WEDNESDAY. | THURSDAY. | FRIDAY. | SATURDAY. |
|---------------|---------|---------|----------|------------|-----------|---------|-----------|
| Mids. 24 June |         |         |          |            |           |         |           |
| Mich. 29 Sept |         |         |          |            |           |         |           |
| Chris. 25 Dec |         |         |          |            |           |         |           |

| JULY        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 7th Month   |    |    |    |    |    |    |    |
| ☉ 4, 2.7 a  | 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| ☉ 11, 5.5 a | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| ☉ 19, 40.1a | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☉ 27, 42.5m | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
|             | 30 | 31 |    |    |    |    |    |

| AUG.        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 8th Month   |    |    |    |    |    |    |    |
| ☉ 2, 26.11a | 6  | 7  | 8  | 9  | 10 | 11 | 12 |
| ☉ 10, 54.4m | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☉ 18, 49.6m | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☉ 25, 35.2a | 27 | 28 | 29 | 30 | 31 |    |    |

| SEPT.        | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 9th Month    |    |    |    |    |    |    |    |
| ☉ 1, 22.5m   | 3  | 4  | 5  | 6  | 7  | 8  | 9  |
| ☉ 8, 57.6a   | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ☉ 16, 12.11a | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ☉ 23, 52.10a | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| ☉ 30, 10.2a  |    |    |    |    |    |    |    |

| OCT.        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 10th Month  |    |    |    |    |    |    |    |
| ☉ 8, 16.11m | 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| ☉ 16, 59.1a | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| ☉ 23, 35.7m | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| ☉ 30, 42.2m | 29 | 30 | 31 |    |    |    |    |

| NOV.        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 11th Month  |    |    |    |    |    |    |    |
| ☉ 7, 21.5m  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| ☉ 15, 23.2m | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☉ 21, 33.5a | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☉ 28, 8.7a  | 26 | 27 | 28 | 29 | 30 |    |    |

| DEC.        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 12th Month  |    |    |    |    |    |    |    |
| ☉ 7, 0.12 a | 3  | 4  | 5  | 6  | 7  | 8  | 9  |
| ☉ 14, 53.0m | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ☉ 21, 8.5a  | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ☉ 28, 52.2a | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|             | 31 |    |    |    |    |    |    |

## INDEX.

|                                              |                                                            |
|----------------------------------------------|------------------------------------------------------------|
| Almanack for 1843....page 72                 | London and Blackwall pages 8                               |
| Arbroath and Forfar .... 37                  | London and Brighton.... 9                                  |
| Belfast to Portadown.... 10                  | London and Greenwich .. 8                                  |
| Birmingham Cab Fares ... 60                  | London and South Western 5                                 |
| Birmingham, Plan of .... 50                  | London & S.West. Mp. 41-43                                 |
| Birming. & Derby June. 21                    | Manchester, Plan of Town 53                                |
| Ditto ditto Map of. 40-49                    | Manchester Ch & Cab Fares 61                               |
| Birming. & Gloucester 30                     | Manchester, Bolton, and Preston..... 32                    |
| Birm.& Glo'ster, Mp. of L. 46                | Manchestr & Birmgml5-16-17                                 |
| Bolton and Leigh ..... 34                    | Manchester and Leeds.. 28-29                               |
| Ditto ditto, Map of Line 44                  | Ditto ditto, Map of Line 48                                |
| Brandling Junction ..... 7                   | Midland Counties..... 20                                   |
| Bristol, Plan of..... 52                     | Ditto ditto, Map of L. 40-48-49                            |
| Bristol Fly Fares ..... 60                   | Newcastle and Carlisle.... 24                              |
| Chester and Crewe ..... 14                   | Newcastle and North Shields 34                             |
| Chester and Birkenhead .. 53                 | Northern and Eastern .... 8                                |
| Dublin and Kingstown ... 10                  | North Midland ..... 22-23                                  |
| Dundee and Arbroath .... 38                  | North Midland, Map of 48-49                                |
| Dundee and Newtyle .... 37                   | North Union ..... 18                                       |
| Durham & Sunderland.... 31                   | Ditto ditto Map of Line 44                                 |
| Eastern Counties ..... 6                     | Nottingham and Derby ... 20                                |
| Edinburgh and Glasgow ... 36                 | Paisley and Renfrew .... 37                                |
| Eng. and Wales, Names of railways in..... 55 | Preston and Wyre..... 35                                   |
| Garnkirk and Glasgow.... 37                  | Preston and Wyre Mp. of L. 44                              |
| Glasgow, Paisley, & Greenk. 58               | South Eastern ..... 10                                     |
| Glasgow Coach Fares .... 67                  | Stockton and Darlington.. 7                                |
| Great Western ..... 2-3-4                    | Stockton and Hartlepool.. 31                               |
| Great West. Map of L. 41-42-47               | Sheffield and Rotherham.. 36                               |
| Great North of England 25                    | Sheffield, Ashton, & Mauch. 31                             |
| Glasgow and Ayr ..... 38                     | Seet. of Railways as under 23a                             |
| Grand Junction ..... 13-14                   | Birmingham and Gloucester,                                 |
| Grand June., Map of L. 44-45                 | Birmingham and Derby June.                                 |
| Hull and Selby ..... 26                      | Bolton and Preston, Chester & Crewe, Chester & Birkenhead, |
| Lancaster and Preston.... 19                 | Eastern Counties, Edinburgh & Glasgow, Grand Junction.     |
| Ditto ditto Map of Line 44                   | Great Western, Great North of                              |
| Latitudes & Longitudes, &c 65                | England, Hull and Selby, London                            |
| Leeds Coach Fares ..... 64                   | and Birmingham, Liverpool                                  |
| Leeds and Selby, Map of L. 48                | and Manchester, Lancaster and                              |
| Liverpool and Manchester 27                  | Preston Junction, London and                               |
| Lpool. & Man. Map of .... 44                 | South Western, Midland Counties—                           |
| Liverpool, Plan of Town ... 55               | Derby Branch, Manchester                                   |
| Liverpool Ch. & Car Fares 62                 | and Bolton, Manchester and                                 |
| London, Plan of..... 1                       | Leeds, North Midland, Newcastle                            |
| London and Birmingham 11-12                  | and Carlisle, York and North                               |
| London & Birm., Map of 40-41                 | Midland.                                                   |
| London Cab Fares..... 56                     | Taff Vale ..... 7                                          |
| London and Croydon .... 6                    | Whitby and Pickering .... 7                                |
|                                              | York and North Midland.. 24                                |

# INDEX.

|                                |       |                                |       |
|--------------------------------|-------|--------------------------------|-------|
| Almanack for 1843....page      | 72    | London and Blackwall page      | 8     |
| Arbroath and Forfar .....      | 37    | London and Brighton....        | 9     |
| Belfast to Portadown.....      | 10    | London and Greenwich ..        | 8     |
| Birmingham Cab Fares ..        | 60    | London and South Western       | 5     |
| Birmingham, Plan of ....       | 50    | London & S. West. Mp. 41-43    |       |
| Birming. & Derby June. 21      |       | Manchester, Plan of Town       | 53    |
| Ditto ditto Map of...40-49     |       | Manchester Ch & Cab Fares      | 61    |
| Birming. and Gloucester        | 30    | Manchester, Bolton, and        |       |
| Birm. & Glo'ster, Mp. of L.    | 46    | Preston.....                   | 32    |
| Bolton and Leigh .....         | 34    | Manchestr & Birmgml5-16-17     |       |
| Ditto ditto, Map of Line       | 44    | Manchester and Leeds..         | 28-29 |
| Brandling Junction .....       | 7     | Ditto ditto, Map of Line       | 48    |
| Bristol, Plan of.....          | 52    | Midland Counties.....          | 20    |
| Bristol Fly Fares .....        | 60    | Ditto ditto, Map of L. 40-48   | 49    |
| Chester and Crewe .....        | 14    | Newcastle and Carlisle ....    | 24    |
| Chester and Birkenhead ..      | 33    | Newcastle and North Shields    | 34    |
| Dublin and Kingstown ..        | 10    | Northern and Eastern ....      | 8     |
| Dundee and Arbroath ....       | 38    | North Midland .....            | 22-23 |
| Dundee and Newtyle ....        | 37    | North Midland, Map of          | 48-49 |
| Durham & Sunderland....        | 31    | North Union .....              | 18    |
| Eastern Counties .....         | 6     | Ditto ditto Map of Line        | 44    |
| Edinburgh and Glasgow ..       | 36    | Nottingham and Derby ..        | 20    |
| Eng. and Wales, Names of       |       | Paisley and Renfrew ....       | 37    |
| railways in.....               | 55    | Preston and Wyre.....          | 35    |
| Garnkirk and Glasgow....       | 37    | Preston and Wyre Mp. of L.     | 44    |
| Glasgow, Paisley, & Greenk.    | 38    | South Eastern .....            | 10    |
| Glasgow Coach Fares ....       | 67    | Stockton and Darlington..      | 7     |
| Great Western .....            | 2-3-4 | Stockton and Hartlepool..      | 31    |
| Great West. Map of L. 41-42-47 |       | Sheffield and Rotherham..      | 36    |
| Great North of England         | 25    | Sheffield, Ashton, & Manch.    | 31    |
| Glasgow and Ayr .....          | 38    | Sect. of Railways as under     | 23a   |
| Grand Junction .....           | 13-14 | Birmingham and Gloucester,     |       |
| Grand June., Map of L. 44-45   |       | Birmingham and Derby June.,    |       |
| Hull and Selby .....           | 26    | Bolton and Preston, Chester    |       |
| Lancaster and Preston....      | 19    | & Crewe, Chester & Birkenhead, |       |
| Ditto ditto Map of Line        | 44    | Eastern Counties, Edinburgh    |       |
| Latitudes & Longitudes, &c     | 65    | and Glasgow, Grand Junction.   |       |
| Leeds Coach Fares .....        | 64    | Great Western, Great North of  |       |
| Leeds and Selby, Map of L.     | 48    | England, Hull and Selby, Lon-  |       |
| Liverpool and Manchester       | 27    | don and Birmingham, Liverpool  |       |
| Lpool. & Man. Map of ....      | 44    | and Manchester, Lancaster and  |       |
| Liverpool, Plan of Town ..     | 55    | Preston Junction, London and   |       |
| Liverpool Ch. & Car Fares      | 62    | South Western, Midland Coun-   |       |
| London, Plan of.....           | 1     | ties—Derby Branch, Manches-    |       |
| London and Birmingham 11-12    |       | ter and Bolton, Manchester and |       |
| London & Birm., Map of 40-41   |       | Leeds, North Midland, New-     |       |
| London Cab Fares.....          | 56    | castle and Carlisle, York and  |       |
| London and Croydon ....        | 6     | North Midland.                 |       |
|                                |       | Taff Vale .....                | 7     |
|                                |       | Whitby and Pickering ....      | 7     |
|                                |       | York and North Midland..       | 24    |

ON SATURDAY, the 14<sup>TH</sup> INSTANT, WAS PUBLISHED  
PART I. OF

## PAGET'S LIBRARY OF FICTION:

CONTAINING

I. THE BROKEN VOW. II. THE TWO DEAD BODIES.

This work, which will be continued about every three weeks, contains in each Part about Eighty Pages of Letter-press in the "Chuzzlewit" form, and

### Two Beautiful Steel Engravings.

Stitched in a neat Wrapper, price 1s.

London: PAGET and Co., Publishers, 2, Bury Street, St. James's; and sold by all Booksellers in Town and Country.

\* \* Part II. was published on the 28th.

---

2, Bury Street, St. James's, Nov. 1, 1843.

MESSRS. PAGET & CO. will publish in the course of this month the following works:—

I.

## A SEQUEL TO DON JUAN.

With Four beautiful Portraits of Heroines.

Elegantly bound in Cloth, price 10s. 6d.

II.

## MASTER TIMOTHY'S BOOK-CASE,

By G. W. M. REYNOLDS,

Author of "Pickwick Abroad," "Robert Macaire," &c. &c.

Complete in One Volume, with Twelve beautiful Illustrations upon Steel.

Bound in Cloth, price 16s.

London: PAGET and Co., Publishers, 2, Bury Street, St. James's; and sold by all Booksellers in Town and Country.

## WEAK LEGS, KNEES, & ANKLES.



SURGEONS in England, Ireland, and Scotland continue to recommend **Bailey's Elastic Laced Stockings, Knee-Caps and Ankle Socks**; they are light, cool, and warranted to wash. Since the reduction of postage, afflicted persons in the country can have any bandage by post, for a few pence, by forwarding their measure. The particular property of the Stocking is to give constant support to varicose veins, weak, swollen, or dropsical affections of the legs, or in any case requiring equable pressure:—the Knee-cap will be of great service where the knee joint requires support, from accident to the pan of the knee, after inflammation, rheumatic or gouty affections, or in any case where, from weakness of the part, support may be required. Laced Stockings, 18s. 6d.; Elastic Knee-Caps, 10s. 6d.; Patent Trusses, properly adapted, 12s. 6d.; Hunting Belts, 2s. 6d. to 4s. 6d. each; Ladies'

Belts of every kind. Mrs. BAILEY waits on Ladies

ADDRESS,

418, OXFORD STREET, LONDON.

Mr. BAILEY attends in the Country.

